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GUAN BROG., Proprietors,
29 Seymour St., VICTORIA, B.C.

The Daily Colonist.

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VICTORIA, B.C. SUNDAY AUGUST 5 1900—16 PAGES

WELLINGTON and COMOX Household Coal HALL, GOEPPEL & CO., LTD., Telephone 83, 100 GOVERNMENT STREET.

FORTY-SECOND YEAR

Almost Everybody Can Read

But everybody can not read with comfort. If you can't, the trouble is with your eyes, or with the spectacles you are using. In either case our opticians can tell you what is the matter, and it will cost you nothing.

We are fitting up the most complete optical parlor in Canada, and the largest stock of spectacles and lenses ever brought to Victoria.

On and after the 15th of this month, we will have the new department open.

Do not let this opportunity pass to secure for yourself PERFECT FITTING GLASSES, fitted by one of the best eye specialists in Canada.

Eyes Tested Free and Satisfaction Guaranteed.

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Don't Forget That Our

TEAS AND COFFEE

Are unsurpassed for quality and flavor.
They are scientifically blended by an expert, which ensures their always being uniform.

Our leaders—All special values.

"OUR BLEND" TEA 20 cts. lb.
"DIXI" CEYLON 35 cts. lb.
"GOLDEN BLEND" TEA 40 cts. lb.
"DIXI BLEND" COFFEE 40 cts. lb.

Leave your orders for Preserving Peaches,

Dixi H. Ross & Co.

For Popular Summer Drinks

"Montserrat" Lime Juice "Rose's" Lemon Juice

In pints and quarts.

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J. PIERCY & CO.,

WHOLESALE DRY GOODS

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Makers of The Celebrated "IRONCLAD" Overalls

Victoria, B.C.

Wholesale and For Gash

Pure Linseed Oil ; : \$1.10 per gal
Paris Green for [Saturday next] 30c lb
Pure English White Lead, \$8.00 100 lbs
Mellor's Pure Mixed Paints, \$1.75 per gal

We are still giving Double Trading Stamps on all Wall Paper sales, and all prices away down.

J. W. MELLOR, above Douglas FORT ST.

TENNIS GOODS.

FOR SALE BEAUTIFUL VILLA

FISHING TACKLE.

The Handsome Residence of Dr. A. C. West,

All kinds of the best Sheffield Cutlery, Shaving Materials, Brushes, Pocket Books, etc., at

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CEYLON TEAS

Quotations On Application

R. P. RITHET & CO., Ltd.

Marine Insurance.

Insurances effected on Merchandise or Treasure between Victoria, Vancouver and all Northern Ports, including Dawson City and Nome, at Lowest Rates.

London & Provincial Marine & General Insurance Co. Ltd. of London, England.
London Assurance Corporation, London, Eng.
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ROBERT WARD & CO., Ltd.

General Agents for British Columbia.

Houde's
STRAIGHT CUT
Cigarettes
Manufactured by
B. HOODE & CO.
QUEBEC
ARE BETTER THAN
THE BEST.

NO HOLIDAY IS A SUCCESS UNLESS
THE CAMP TABLE IS WELL SUPPLIED

We have every Requisite and all the Delicacies for the Camp Amongst the New Goods Just Received, We have

Cross & Blackwell's Strasburg Meats; Potted Ham and Chicken; Potted Lobster; Bloater and Anchovy Paste, in porcelain Jars; Cervelat Sausage; Imported Swiss Cheese, Etc.

The Saunders' Grocery Co., Limited

Seven Years' Record.

1892-1899

WITHOUT PARALLEL IN THE HISTORY OF LIFE INSURANCE.

INSURANCE IN FORCE, NET..... \$10,111,959.00

RESERVE ON 4 PER CENT. BASIS..... \$582,476.30

No other Canadian company reserved on this basis at the same age.

SURPLUS TO POLICY-HOLDERS (Dominion Gov.) \$181,095.50

\$50,000 more than any other Canadian company at the same age.

Average Interest earned on Investments in first mortgages and loans to policy holders, OVER SEVEN PER CENT. AND NO ARREARS.

LARGEST BUSINESS
HIGHEST RESERVE
GREATEST SURPLUS
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and, in addition, LOWEST PREMIUMS of any company doing business in Canada.

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Inventor of an apparatus for Cleft Palate and Improved Dental Plate; nose but first-class operations performed.

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New Island
POTATOES
At \$1.25 per 100.

SYLVESTER FEED CO., Ltd.

Free Delivery

City Market

Gossip in England

Export Duty on the Coal Sent Out From Great Britain.

Immense Numbers of Volunteers Taking Part in the Manoeuvres.

Gathering Near London to Check An Imaginary Invading Army.

London, Aug. 4.—While deep in discussions of anarchism, the obscurity of Chinese affairs and the issue of their own general election, Englishmen are attentive to the course of the United States campaign. Rather curiously the journals here are taking sides in United States politics according to their views, not on the currency question, but on the South African war. Thus Mr. Labouchere indicates that the English Radicals had not so positive a rallying cry as the Democratic anti-imperialistic platform. The Speaker touches upon American politics from the standpoint that the dominant issues in the general elections of both English-speaking peoples are about the same.

Great Britain has had a coal question for a generation, but thirty shillings for midsummer house fuel and the likelihood

of prices going several shillings higher is making a political question. It is contended that the time has arrived to limit the foreign shipments amounting to forty million tons by an export duty, even though continental buyers go to the United States.

A feature of the volunteers manoeuvres beginning to-day is several thousand cyclists holding forty roads in the north of Sussex with the object of checking an invading army until British troops of all arms could collect nearer London to give battle in force to the invaders. Citizen soldiers from all over the kingdom are gathering into huge camps on Salisbury Plain and at Aldershot.

Three weeks' yacht racing began in the Solent to-day. Despite the season of mourning in court circles, the Prince of Wales has promised to appear at Cowes next week.

The manoeuvre by which the Prince of Wales travelled to Cobhams to attend the funeral of his brother, the Duke of Saxe-Coburg and Gotha, was changed at the last moment, as a precaution against violence.

The visit of Major Burnham to Osborne will probably be postponed on account of the Queen's bereavement. It had been arranged that the Canadian scout, who rendered notable service with the British in South Africa, should dine with the Queen and spend the night at Osborne on August 8.

SEIGNEUR DEAD.

Mr. Greenough of Portneuf Killed by Parasites.

Quebec, Aug. 4.—W. P. Greenough, seigneur of Portneuf, died yesterday as the result of a paralytic stroke.

BUBONIC PLAGUE.

Strict Quarantine Urged on Atlantic Side Against Vessels From Europe.

Montreal, Aug. 4.—Owing to the report published yesterday regarding the bubonic plague existing in London, Mr. H. Gray, acting chairman of the provincial board of health, has written the quarantining department at Ottawa urging that the strictest quarantine be enforced against all ships from Europe coming up the Gulf of St. Lawrence or into the ports of Halifax and St. John, as a measure against the possible introduction of that dread disease into Canada.

According to a despatch from Shanghai dated August 3, the principal opposition will be met 20 miles west of Tien Tsin, where it is stated that Chinese have extensive obstructions. Mines are said to have been located under the railway, the line apparently being left intact.

Sheng, the administrator of telegraphs and railways, objected to the measures for the defence of the foreign settlements, the enrolment of volunteers, and the presence of numerous warships, and asked the foreign consuls to suspend these measures.

The British consul reported by pointing out that the measures were only intended to strengthen the hands of the lawful Chinese authorities against disorder.

A despatch from St. Petersburg dated August 4 says Gen. Mozleyki reports from China that a part of Gen. Ortoff's forces attacked and drove back the Chinese regulars on July 30, capturing one gun, a number of flags and killing the Chinese commander and 200 men. The Russian loss was 7 killed and 20 wounded.

Reports from Berlin say that Prince Henry, on behalf of Emperor William, made the parting addresses bidding goodbye to the Fourth Eastern Asian Regiment, which sailed from Bremerhaven for China to-day.

Berlin, Aug. 4.—Indications increase that Germany is preparing another large body of troops for China. The latest news on this point has been given by the Frankfort Zeitung, saying that despite the absence of official admission of the fact it is certain that three other large steamers of the North German Lloyd line have been chartered for September.

Opposition papers criticize this because the reichstag has not been asked to sanction the step, and point out that another heavy army increase will be asked in the fall session of the reichstag for organization of a colonial reserve army.

Official circles here it is stated there is strong divergence on the subject of policy regarding China between the Emperor and the minister of foreign affairs, Count von Buolow, the latter being aware that Germany's aims at obtaining suitable satisfaction in China are seriously hampered by the Emperor's impulsive utterances. It is further stated that the two heads have already passed between the Emperor and Count von Buolow on that subject.

Having formally refused the ministers to put them in communication with their governments and this having proved ineffectual to stop the advance, it would not be surprising if the Chinese government should next do one of two things.

Strong as was the Boer position, either come forward with a threat to renew the attack on the legations if the advance is not stopped, or resort to the plan of delivering the ministers safely to Tien Tsin, or at least to the commanders of the international column, trusting in that way to abate the force of the invasion and induce the powers to consent to negotiations for settlement of the trouble.

It is learned here that Viceroy Li Hung Chang actually undertook to do this, but sought to make the conditions that the safe delivery of the ministers that the imperial government should be held blameless for what had occurred at Pekin. This condition having been rejected absolutely, by the terms of President McKinley's reply to the Chinese government, it may be that Li is trying to arrange for the delivery of the ministers without conditions, trusting to the discretion of the powers to grant the desired absolute.

Washington, Aug. 4.—Some features of the despatch received from Gen. Chaffee yesterday and which the war department refused to make public became known to-day. The first despatch received by the war department from Gen. Chaffee contained very little information, but closed with the statement that he was going forward to Tien Tsin and would give his views. It is what he has done. His views, as cabled in the statement of yesterday, were far from palatable to government of the foreign governments, and that is one reason why the despatch was not made public. This much he asserted, Gen. Chaffee and the United States forces under his command have gone forward toward Pekin with the British and Japanese forces. The troops of the other nations assembled at Tien Tsin did not join in the movement, but the reasons given by Gen. Chaffee could not be learned.

The steady prosecution of military movements undoubtedly has frightened the Chinese viceroy, who have been sparing for time and endeavoring to use the diplomatic corps at Pekin as protection.

The Taung li Yamen despatch received this afternoon illustrated this condition and made it plain that the imperial government is trying to force a suspension of the advance on Pekin.

FIVE KILLED.

Train Collision Near Brantford Has Fatal Results.

Brantford, Aug. 4.—The passenger train leaving Brantford on the Toronto, Hamilton and Buffalo road about 8:40 this morning for Waterford, collided with a gravel train short distance west of Brantford. Four ladies were in the passenger train, all of whom sustained a number of bruises and a bad shanking up.

Four men on the gravel train were killed and some others injured. Engineer Gilmore of the passenger engine was killed.

Guessing

As Usual

No News From Tien Tsin and Conjectures Are Therefore Rife.

Sheng Objects to Shanghai Settlements Taking Steps for Protection

Russian Report From China of Successful Battle With Chinese.

Tien Tsin, Aug. 1, via Chee Foo, Aug. 4.—It is reported that the Chinese have broken the canal bank, flooding the country between Tien Tsin and Pekin.

Thirty thousand Boxers are eight miles north of Tien Tsin, and a battle is expected.

London, Aug. 5.—(3:50 a.m.)—Last night's despatch adds nothing to the general information concerning the progress of events in China.

Although the agents of the cable companies at Tien Tsin on July 30 asserted that the censorship of press despatches had been abolished, it is evident that correspondents are not allowed to cable any account of the advance in the direction of Pekin.

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Reports from Berlin say that Prince Henry, on behalf of Emperor William, made the parting addresses bidding goodbye to the Fourth Eastern Asian Regiment, which sailed from Bremerhaven for China to-day.

The hand of the battle rested lightly upon the Royal Canadian Regiment this day.

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Scrubbs Cloudy Ammonia Fluid

Added to the bath is exhilarating and refreshing. For all Toilet and Household Purposes is invaluable. For sale by.

GEO. MORISON & CO., DRUGGISTS.

55 Government Street.

Rumor of Dewet's Death

Boer General Said to Have Died From a Shell Wound.

Burghers Keep Sending In to Hunter For Terms of Surrender.

London, Aug. 4.—Lord Roberts telegraphs the war office that Gen. Hunter reports that altogether 3,348 men have surrendered to him. Gen. Hunter also secured 3,046 horses and three guns.

Lord Roberts adds that Gen. Ian Hamilton continues his movement towards Rustenburg, and engaged the Boers in the Magaliesburg range on Thursday. Lieut.-Col. Rhodes and Major G. A. Williams were among the 41 British wounded. The Boers left two dead and several badly wounded.

On Thursday night a train was derailed and attacked 20 miles south of Kroonstad, four men being killed and three wounded. Lord Algernon Lennox and 40 men were made prisoners, but were released at the request of the American consul-general, who was on the train.

A Boer force was attacked by Gen. Knox near the railway north of Kroonstad on August 1, and left five wagons and a lot of cattle.

A despatch from Pretoria, dated August 4, to a news agency here says: "It is reported that Gen. Christian Dewet is dead from a shell wound. The report has not been confirmed."

Pretoria, Aug. 4.—There are 2,500 Boer prisoners at Hunter's camp, and 500 prisoners and nine guns at Gen. Ian Hamilton's camp.

There were about 5,000 in the Caledon valley originally, but some refused to accede to Gen. Prinsloo's surrender, and slipped away in the night. These have now sent in, asking for terms of surrender. It will take some days to ascertain the exact number. The Boers who excuse themselves for not fighting say they are in a hopeless position.

The ravines were choked with wagons, which were placed in the most dangerous spots on the roads, which were blocked for 20 miles.

Bloemfontein, Aug. 4.—A train carrying United States Cavalry Stowe and during the Stars and Stripes has been derailed and burned at Honespruit, south of Kroonstad, by a flying patrol of Boers. No prisoners were taken.

The Entry Into Pretoria.

One of the First Contingents Writes of that Historic Day.

An Impressive Scene as the Troops Marched Past Lord Roberts.

One of the Victoria boys, a member of the Canadian contingent, who entered Pretoria with Gen. Roberts, writes as follows to the Colonist:

"Royal Canadian Regiment,

"Pretoria, June 6, 1900.

"Yesterday the British troops made their triumphal entry into Pretoria. Thank goodness we have fought our last fight and marched out last march. Out of the twenty-five who left Victoria, the following were the men who were in at the finish: Brethour, Wood, Cornwall and Roberts, in the ranks; Court, in the signal corps; Smethurst, with the pioneers; Capt. Blanchard went back sick to Kroonstad.

"Very little resistance was offered at Pretoria, but our brigade and the 21st had a hard fight outside Johannesburg, in which we had six casualties, the Gordon Highlanders losing heavily. Our march past Lord Roberts in the square of Pretoria was very impressive. The band played "The Boys of the Old Brigade" as the remnant of the Canadians went past, about 350 strong, and every man straightened himself up and felt proud that he had reached the long-looked-for goal. The following is a copy of brigade orders, and one of which any brigade might well feel proud:

"Pretoria, June 6, 1900.

"The 19th Brigade has achieved a record of which any infantry might feel proud. Since the date it was formed, 12th February, 1900, it has marched 620 miles, often on half rations, seldom on full. It has taken part in the capture of 10 towns, fought in 40 general actions, and on 27 other occasions. In one period of 30 days it fought in 21 of them, and marched 327 miles. Casualties between 400 and 500. Defeats, nil." (Sgd.) E. L. HAMILTON.

"Ninth Division."

"The Gordon Highlanders and ourselves are going to garrison Pretoria, which I presume is a great honor. The Cornwall and Shropshire regiments go to Johannesburg, and so our brigade is practically disbanded. We hear that Gen. Smith-Dorrien, our brigadier, is made governor of Johannesburg.

"The regiment is now looking forward to our return home, and I think that it will be very soon now. Possibly we may return by way of England, and shall all be very thankful to once more land on the shores of Vancouver Island and see all our good friends in Victoria once more."

Are free from all crude and irritating matter. Concentrated medicine only. Carter's Little Liver Pills. Very small; very easy to take; no pain; no griping; no purging. Try them.

A DRAFTING MATCH

Yesterday's Race For Seawanhaka Cup Declared Off.

Montreal, Aug. 4.—To-day's yacht race was declared off. Minnesota leading, but did not finish in the time limit.

MUNYON!

What He Has Done For Well-Known Canadian People.

READ WHAT THEY SAY
Rheumatism, Catarrh, Dyspepsia and Other Ailments Cured by the Use of His Wonderful Little Pellets.

Close Of The Shooting

Splendid Weather and Plenty of Bullseyes Mark the Wind-up.

Scoring in the Ottawa Match A Record for the Province.

From Our Own Correspondent.

Vancouver, Aug. 4.—The shooting at the final day of the B. C. Rifle Association match was a great improvement on the two first days. The light was almost perfection and the average shooting for the day was said to be the highest scoring ever made on a British Columbia range.

The officers elected for the ensuing year are: President, Major C. C. Bennett; vice-presidents, Col. Gregory, Victoria; Major J. C. Whyte, New Westminster; Council: The district officer commanding.

Vancouver—Major C. C. Bennett, Capt. J. Reynolds Tite, Capt. J. Duff-Stuart and Q. M. Sergeant, Kennedy.

Victoria—Lt.-Col. Gregory, Major Williams, Q. M. Sergeant, P. Winsby, Sgt. W. H. Lettice.

New Westminster—Major J. C. Whyte, Lieut. G. O. M. Dockrell, Sgt. W. J. Sloan, Pte. Wilson.

Nanaimo—W. W. B. McInnes, M.P.P., G. E. T. Pittendrigh, W. J. McAllan.

Capt. J. Reynolds Tite, Capt. J. Duff-Stuart, re-elected assistant secretary; Capt. E. H. Fletcher, re-elected assistant secretary; Capt. J. Duff-Stuart, re-elected treasurer.

It was decided to leave the nomination of representative on the Dominion Rifle Association council till a later meeting.

THE OTTAWA TEAM.

The men obtaining places on the Ottawa team list are as follows:

1. Pte. W. Miller, New Westminster, score, 508.

2. Co. Sgt.-Major Richardson, Victoria, 501.

3. Capt. Cunningham, New Westminster, 499.

4. Pte. Turnbull, New Westminster, 495.

5. Corp. Mortimore, Vancouver, 495.

6. Sgt. W. A. Taylor, Vancouver, 493.

7. Co. Sgt.-Major McDougall, Victoria, 490.

8. Capt. J. Duff-Stuart, Vancouver, 490.

9. Co. Sgt.-Major Lettice, Victoria, 486.

10. Pte. R. Wilson, New Westminster, 483.

11. Pte. S. A. Bout, Vancouver, 482.

12. Mr. G. E. Pittendrigh, Nanaimo, 481.

13. Sgt. Kennedy, Vancouver, 480.

14. Gr. W. Duncan, Victoria, 478.

15. Color Sgt. Kinnell, Vancouver, 476.

TYRO AGGREGATE.

Score. Prize. Pte. W. Hunt, Vancouver 36 1.00

W. J. McAllan, Nanaimo 35 1.00

Corp. Bush, Vancouver 35 1.00

Gr. Burgess, Victoria 34 1.00

Pte. H. Earle, Vancouver 33 1.00

R. S. M. Bundy, Vancouver 32 1.00

TYRO AGGREGATE.

Score. Prize. Pte. G. A. Bout, Vancouver 419 5.00

W. J. McAllan, Nanaimo 417 4.00

J. A. Baxter, Nanaimo 414 3.00

Capt. J. Winsby, Victoria 410 3.00

Lt. Dockrell, New West 406 3.00

W. Pumfrey, Victoria 403 3.00

Sgt.-Maj. Bundy, Vancouver 402 2.00

Gr. Brayshaw, Victoria 396 2.00

W. Tippett, Nanaimo 393 2.00

Capt. Henderson, New West 392 2.00

Pte. McKenzie, New West 376 2.00

Sgt. Pelee, Vancouver 369 1.00

Sgt. Spurley, Vancouver 363 1.00

Corp. J. Good, Vancouver 361 1.00

Gr. Burgess, Victoria 358 1.00

Pte. Earle, Vancouver 351 1.00

ELECTRIC RAILWAY CUP.

Presented by the British Columbia Electric Railway Co. in 1898. To be run twice in three successive competitions to become permanent property. Winner in 1898, Victoria; in 1899, New Westminster.

Open to ten of ten previously named members, each representing any one of the cities of British Columbia, the aggregate of whose score in Match No. 5 (Helmeke) shall be the highest.

At the conclusion of the matches Major Bennett presented the prizes and congratulated the association on the very successful meeting, and unusually high scores, and attributed most of the success to the energetic work of Capt. Fletcher, of Victoria, and Capt. W. Tite, of Vancouver. He stated that the scoring in the Ottawa team match was the highest in British Columbia.

The prize winners for the day follow:

BANKERS MATCH.

\$800 donated by the bankers of Vancouver, with \$10 added by the association.

200, 500 and 600 yards; 7 shots at each range. Open to all comers; possible, 1000.

Score. Prize. C. S. M. Richardson, Victoria 98 \$10.00

C. S. M. McDougall, Victoria 95 7.00

C. S. Kendall, Vancouver 95 6.00

Pte. W. Miller, New West 94 6.00

Gr. W. Duncan, Victoria 94 5.00

W. J. McAllan, Nanaimo 94 5.00

W. C. Kinkell, Vancouver 93 4.00

Pte. G. A. Bout, Vancouver 92 4.00

Score. Prize. L. C. Mortimore, Vancouver 89 2.00

Gr. R. Winsby, Victoria 89 2.00

T. P. Webb, Victoria 87 2.00

Corp. Knight, New West 87 2.00

Corp. Burgess, Victoria 84 1.00

Score. Prize. Corp. Pelee, New West (cup) 98 \$10.00

Corp. Bush, Vancouver 97 7.00

Corp. Cunningham, New West 97 7.00

Corp. Turnbull, New West 97 7.00

Corp. D. H. Stewart, Vancouver 97 7.00

Corp. Corlett, New West 97 6.00

Corp. W. H. Forrest, Vancouver 97 6.00

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Corp. D. H. Stewart, Vancouver 97 7.00

Corp. Corlett, New West 97 6.00



The Public Have Confidence in the Dominion Trading Stamp Co.

THE PUBLIC HAVE CONFIDENCE IN THE DOMINION TRADING STAMP CO.
BECAUSE THEY KNOW:

1. That the entire system is conducted with the same care and methods as that of a chartered bank.
2. That as every branch or agency is established the reserve fund of the Company is proportionately increased.
3. That all stamps issued are the same, BLUE in color, with the Company's name upon them, and the copyright laws of Canada will permit no infringements or imitations, so that the public cannot be deceived.
4. That it is absolutely impossible for any single branch or agency to fail, as all are under ONE COMPANY, ONE MANAGEMENT and ONE SYSTEM, and all stamps are interchangeable and redeemable wherever presented, no matter where issued or collected.
5. That the system is sound in principle, convenient in practice, recognizes the rights of all cash buyers, whether large or small, and enables the thousands of enterprising merchants who have adopted the system to give their customers the full benefits of all the discounts which cash secures for themselves.
6. That the public are protected in every possible way, both in the collection and redemption of their stamps, as no merchant dare sell or charge for a single stamp; nor can any agent or clerk of the Company accept money for goods in their showrooms.
7. That in collecting BLUE TRADING STAMPS the cash buyers of Canada are not paying the debts of others, nor the losses sustained by surplus or unsold stocks, but are doing their business as all successful business people do.
8. That every book of BLUE TRADING STAMPS is cheerfully accepted and redeemed, without question as to where, when, how or why collected.

INDEPENDENT

9. The Dominion Trading Stamp Co. has no connection direct or indirect with any other system or company in the world. The blue stamp with their name upon it is protected by copyright according to Act of Parliament. The stamps issued in Vancouver or Winnipeg are the same as in Ottawa, Toronto, London, or any of the other cities in Ontario. Your book can be redeemed at any showroom. It makes no difference to the Company.

10. All statements or reports that we are closing our showrooms are FALSE and the parties making such statements are not deserving of your confidence or your patronage.

When you pay cash you are as much entitled to your Trading Stamps as merchants are to the discounts they get with YOUR CASH.

A Peerless Offer.

300 EXTRA PREMIUMS FREE. The Dominion Trading Stamp Company have decided to give 300 Extra Premiums Free to be divided equally among the 100 persons who have REDEEMED THE MOST BOOKS DURING THE YEAR 1900. This offer is open to everybody. Each of the 100 persons who have redeemed the largest number of books during the year will receive Freecany three articles they may select in our Showrooms.

TO FILL YOUR BOOKS QUICKLY—Trade only where Trading Stamps are given, miss no Red Letter Days, and if possible, have all your relatives, friends and visitors help you.

Special Notice.

All statements or reports that we are closing our showrooms are FALSE and the parties making such statements are not deserving of your confidence or your patronage.

When you pay cash you are as much entitled to your Trading Stamps as merchants are to the discounts they get with YOUR CASH.

THE OLD WAY.

THE NEW WAY.

Trading with merchants who make their cash customers pay all the losses caused by credit.

Buying for cash and getting one genuine Blue Trading Stamp for every ten cents you spend.

To be on a cash basis is something to be proud of. Trading Stamp collectors have a fitting example set by the wives of five of the Dominion Government Ministers at Ottawa, who filled an average of ten books each last year.

Soldiers' and Sailors' Home

Proposal to Erect Large Building at Esquimalt for Purpose.

Subscription Being Received for the Proposed Home—Three Thousand Subscribed.

A proposal is under way—and, thanks to the subscriptions that are being received, is within measurable distance of being carried out—to erect a soldiers' and sailors' home at Esquimalt. An acre of land has been secured, at cost of \$1,000, on the Esquimalt road, on the opposite side from Admiral's road, and there the building—which is to be a goodly sized edifice of two and a half stories—will be erected.

The sum total of the building to be used as the soldiers' and sailors' home is about \$6,000. One-third of this amount has been contributed by Wesleyan Methodists of England, from whose check for £400 the purchase of the land was made, and locally another \$800 have been collected, making with other subscriptions received a nucleus of about \$3,000 towards the fund. A few days ago a donation of £20 was received by Rev. J. P. Hicks, Wesleyan chaplain of the forces at Esquimalt, from the Secretary of State for War, and another

subscription was received from Hon. James Dunsmuir of \$200.

While the proposed home will be under Methodist auspices, being the joint property of the Methodist church of Canada and the Methodist church of Canada, it will be held upon such trusts as offer its unreserved benefits to all men of the two services, entirely irrespective of their religious proclivities.

The circular being issued by the collectors, who are F. J. Bailey, secretary of the building committee of Esquimalt; Rev. J. P. Hicks, Wesleyan chaplain to the forces, Esquimalt; W. T. Andrews, treasurer building committee, Esquimalt; W. G. Staneland, Victoria; and Gideon Hicks, Victoria, says: "Esquimalt being the headquarters of H. M. fleet in the Pacific, and the only fortified place in the west coast of North America, is one of the 'Keys of Empire' and on account of political changes in the Far East is rapidly increasing in importance. The present squadron numbers ten war vessels, while the land establishments consist of a dockyard, naval stores, forts and a garrison of Artillery and Royal Engineers, comprising a total of about 2,500 men."

"These men are far away from home, having left the Mother Land to protect our shores. Drinking saloons and other places of evil resort abound to ensnare them, while no place exists as a counter against the evil influences that seek to enter. The great need, therefore, of such an institution as is here proposed, providing reading room, games room, refreshment and sleeping accommodation, etc.—will at once appear."

A Chinese Militiaman.—Capt. Seid Beck, of the American-born Chinese brigade, a Chinese volunteer corps of Portland, Oregon, is coming to visit his wife's relatives in this city, being due to-day. Capt. Beck is an educated Chinese, 24 years of age, and conceived the idea in 1898 of forming a military organization of Chinese born in America. The corps has now a membership of over eighty, some being as young as eight years of age. They have uniformed themselves after the manner of the American army.

A Remarkable Catch.—Mrs. Stanley Phipps and Mrs. Bowker, of Oak Bay, on Friday afternoon landed the biggest salmon of the season. The ladies were trolling on the bay; and about half past two hooked a fish which, after towing them around for an hour, they landed on the beach at Todd Island. The fish was weighed at the Mount Baker hotel, but the scales were found to be inadequate, only registering up to 35 pounds. Mr. Virtue gave it as his opinion that the fish would scale 40 pounds. Both ladies are to be congratulated on the skill they displayed in handling such a monster.

If you drink brandy try Martell's Three Star.

THE SHIPS AND SHIPPING.

High Rates Being Paid to Sailing Vessels—Garibaldi Free—Argyll Arrives From the Orient—Amur Due From Skagway.

Freights are still going skyward. The German ship Nympha, 2,010 tons, which arrived in the Roads yesterday morning after a smart passage from Yokohama, which port she left on July 31, and which is to load a cargo of lumber at the Che-mains mills, is said to be receiving as much as \$8 shillings for her voyage from the Island mills to the United Kingdom, which is the highest rate ever paid any lumber carrier from this coast to England. She will go up to the mills on Monday.

The four-masted schooner Rhma, which has been lying at Esquimalt since she discharged her coal cargo for the navy, left for Tacoma this morning to load a cargo of wheat for the United Kingdom. She too is receiving a very high freight rate. She had an option of loading salmon on the Fraser at 47 shillings, and is getting as much as 45 shillings to take wheat.

The German ship Emily, the British ship Sussex and the Italian bark Garibaldi are still in the Roads. The Emily has not yet completed her crew. The Sussex is still awaiting orders—it is understood that she is to load lumber and the Garibaldi is waiting until to-morrow before going to sea. Her difficulties have now been all adjusted, unless the crew become obstreperous again. The claim of the mate was compromised, the money "to square" his troubles being paid over to the deputy sheriff yesterday morning.

STERNWHEELER WITHDRAWN.

Not Enough Freight Being Sent In to Keep All the Steamers in Operation—First Train to White Horse.

A telegram received by J. H. Green, local manager of the White Pass & Yukon railway, said that it is likely that three or four of the river steamers will be tied up now that the freight freight is off, as there is not enough freight being received to keep them all going. The message reports that the first train went over the new extension of the railway and arrived at White Horse on July 30. He says it is urgent that those having freight to ship North should lose no time in getting it on the way, for the water is soon likely to fall.

FROM THE ORIENT.

The Northern Pacific Liner Argyll Arrives From China and Japan With More Japanese Immigrants.

Steamer Argyll, of the Northern Pacific line, arrived at the outer wharf yesterday afternoon. She brought a large cargo, mostly for Portland and Eastern points. There was over 3,000 tons. Four hundred tons of general Chinese and Japanese wares were landed at the outer wharf. She had no saloon passengers. There were, though, 212 Japanese passengers, all of whom were disembarked here. The Argyll is on the Portland run of the Northern Pacific line, but came here to land her Japanese passengers. According to news given by her officers it was reported in Japan that the steamer Putani Maru, one of the new vessels of the Northern Pacific

line, is shortly to be placed on this route to replace the steamers chartered by the Japanese government to carry troops. The Argyll left this morning for Portland. Her trip across the Pacific was uneventful. She sighted a barkentine inbound off the mouth of the Straits.

WILL GO ON THE RUN.

Rosalie to Start in Opposition to Victorian on Sound Route on August 15.

The Rosalie is to come. Manager Penhody, although on his visit here he would make no announcement in that regard, has told the Seattle Post-Intelligencer of the proposed opposition liner to the Victorian. The Sound paper says: "The steamer Rosalie, long one of the Alaska Steamship Company's Lynn Canal fleet, will leave that run with the completion of the present trip, and in the future ply between Seattle and Victoria. She will be overhauled, making her first voyage August 15, from Cordova dock and on a trip daily, alternately between the two cities. Manager Penhody of the company states that he had the Seattle-Victoria run in view for the Rosalie when he purchased the Dolphin. The latter takes the Rosalie's place on the Lynn Canal route. She will be ready for commission between now and September. There is at present but one regular steamer, the Victorian, on the Victoria run. She also makes Tacoma, but the Rosalie will be operated exclusively between Seattle and the British Columbia metropolis."

THE HERO EXPECTED.

She Will Load Stores for Dutch Harbor at the Outer Wharf—A Mail For the Sealers.

Steamer Hero is expected here shortly to load stores at the outer wharf for Dutch Harbor on account of the North American Commercial Company. She has about completed loading some 6,000 tons of coal at Ladysmith for Dutch Harbor. Through the courtesy of her local agents, Messrs. F. C. Davidge & Co., she will take up a mail for the Victoria sealers who make Dutch Harbor and Oomulaska their headquarters after leaving the sea. Mail matter will be received at their office on Store street.

MARINE NOTES.

City of Nanaimo to Return to the Victoria-Comox Run—Amur Due From Skagway To-day.

Steamer City of Nanaimo is to return to the Victoria-Comox route on August 13.

In an interview given to a Dawson paper, Macdonald Potts, of the Klondike Corporation, says that the big vessels plying on the Yukon will soon find it impossible to handle freight, and his company will then turn their attention to the White Horse and take up bills of lading and carry the goods to Dawson 48 hours after they are released by the railway.

Steamer Amur is due from Skagway. Steamer Willapa is due from the West Coast.

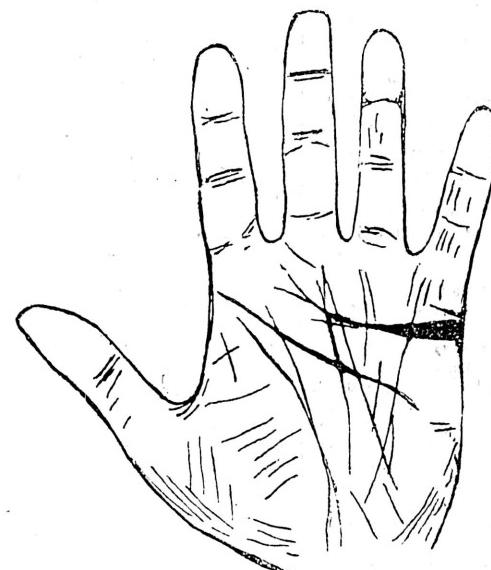
Steamer Queen City is due from Naas and way ports.

R. M. S. Empress of Japan is due from the Orient on Tuesday and the Aorangi from Honolulu, Brisbane and Australia on Thursday.

Three Star Martell can be obtained from all dealers.

KNOW YOUR FUTURE

Rheo, the Palmist, Tells All About What the Future Has in Store for You.



Much has been said regarding graphology and phrenology, but Rheo, the famous palmist, at Hotel Victoria parlors, claims the hand is the only true index of a person's past, present and future. Rheo backs up this assertion by the most convincing proofs possible, and the many months her readers were crowded from morning till night, and not a single complaint has been made.

Everyone goes away pleased with their interview with Rheo. So thoroughly and accurately does she tell from the lines of your hand the past, as well as the future, that it leaves no room for doubt.

Rheo tells in detail what the future holds in store for you. Friends will return; if your present troubles will soon cease; if you will be fortunate in love and marriage; if your life will be happy; if you can be cured of your disease, and, if you wish, she will also tell you when you are to die. Her fees are 50c. and \$1. The parlors are located at the Victoria hotel. They are open to the public from 9 a.m. to 9 p.m.

Quality tells every time!
This fact explains why Blue
Ribbon Ceylon is fast displacing
all other teas throughout Canada.

At this Season of the Year

Many People Suffer from Summer Complaint.

In this condition they use different remedies, principally those that tend to check the usual diarrhoea.

In doing this they overlook the fact that they have not eliminated from the bowels the poisons which caused the trouble.

Abbey's Effervescent Salt

taken in the early stages of any trouble of the stomach and bowels, relieves them from these poisonous substances, and prevents and cures all such irregularities. Whether taken medicinally or as a beverage, Abbey's Effervescent Salt is better and more healthful than any mineral water, and costs less.

A pamphlet explaining the many uses of this scientific preparation will be mailed free on application to The Abbey Effervescent Salt Company, Limited, Montreal.

FOR SALE BY ALL DRUGGISTS, 25c and 60c a bottle.

The Colonist.

SUNDAY, AUGUST 5, 1900.

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The Colonist Printing & Publishing Co.,
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 No. 57 Broad St., Victoria, B.C.
 PERCIVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by Carrier at 20c. per week, or
 mailed postpaid to any part of Canada (except the city) and United States at following rates:

One year \$6.00
 Six months \$3.00

THE SEMI-WEEKLY COLONIST.

One year \$1.62
 Six months \$0.81
 Three months \$0.40
 Sent post paid to any part of Canada and the United States.

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising rates must be sent to the business office not later than 6 p.m. Advertising will be accepted up to 8 p.m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p.m., consult the night editor.

THIS WEEK.

Gen. Hunter's capture will probably reach the 5,000 originally telegraphed. What is very impressive in this connection is the vast amount of material which the enemy had with them on the eastern frontier. They were certainly admirably equipped. The loss in this respect is beyond remedy, and no matter how active the small bodies now at large in the Orange River Colony may be, they cannot hope to accomplish anything very important or form the nucleus of any definite resistance. They are a dashing lot of fellows, nevertheless, as the raid against the railway south of Kroonstad shows. Incidents of this kind may be looked for during the next month or so, but they will be fewer in number thereafter.

The report that Christian De Wet is dead is important, if true. He was a vigorous commander, and if the Boers have lost him they will not feel like continuing their guerrilla operations much longer. The death of De Wet would doubtless also lead to the early surrender of Botha. The defeat of a Boer party north of Kroonstad and the capture of their wagons and cattle will smooth the way for an early restoration of quietness in that part of the country. Ian Hamilton will soon relieve Rustenburg, and it is to be hoped that after that the western part of the Transvaal will remain tranquil.

"THE OLD BRIGADE."

We will be pleased for once more referring to our gallant boys in South Africa. One of the First Contingent tells us in simple yet eloquent words, the story of the entry into Pretoria. When the remnant of the Canadians—three hundred and fifty out of a thousand of the flower of Canadian youth—marched past the Commander-in-Chief, the band played "The Boys of the Old Brigade," and our correspondent tells us that the boys straightened themselves up with a feeling of pride, and well they might, for on that day both they and the country, which sent them forth to fight for Queen and Empire, were honored as Colonials were never before honored in the history of the world.

Canada cannot feel too proud of its Boys of the Old Brigade. Not only have they gained for her unperishable renown, but they have won for the name Canadian a place of honor in the eyes of mankind. Hereafter no man need hesitate to avow himself a Canadian. It is something to be proud of to belong to the stock which sent the glorious First Contingent to the front, and it is a subject of profound satisfaction that marching through Pretoria with the boys of British blood were sons of Quebec, whose part in the achievements of Smith-Dorrien's division were equally glorious with that of Highlander, Englishman or English-Canadian.

Our correspondent reckoned a little too soon upon coming home and upon having no more fighting. The boys have been face to face with the enemy since then, but always with honor to themselves and disaster to their foes. The wish to get back to Canada again is natural enough, but it will not interfere with them in the discharge of their duty. The First Contingent when last heard from was seven hundred strong, as many men as marched through Pretoria having recovered from wounds and sickness and taken their places again.

HOW GAMES ARE SPOILED.

A leading London paper directs attention to the fact that "Lord's" is rapidly becoming a place to which persons desirous of seeing a gentlemanly game of cricket will cease to resort. Everything, it says, is being sacrificed to money-making. Vendors of all manner of abominations are allowed full swing, and one's

ears are vexed by their cries and one's toes are victims of their clumsiness. There is nothing better than an honest athletic game of any sort. It is not only worth looking at, but such games beget wholesome rivalry and tend not only to develop physically those who participate in them, but have an excellent effect morally. The spirit of fair play engendered in a match of any kind, conducted as a gentlemanly recreation, is altogether good. When, however, games are merely adjuncts to money-making projects; when the tricks and practices of the professional player for pay comes in, and when betting becomes a conspicuous feature, they cease to be worthy of public recognition. There ought to be some games left free from these things, some exhibitions of physical skill where there shall be nothing to mar what is otherwise thoroughly enjoyable.

THROUGH A GLASS DARKLY.

The observer of public events may well adopt the words of the Apostle Paul and say that "we see through a glass darkly." Never in the recollection of living men has such a combination of circumstances existed; never was the outlook for the future so uncertain. There are a few persons who can reflect when the name of Napoleon hung like a great shadow over Europe, though they must be few indeed; but when the governments of Europe had to deal with the great Corsican, they had to think of influences with the nature of which they were familiar, if they had never been presented in such magnitude. There were historical precedents for Napoleon, though perhaps none of his predecessors in ambition for imperial sway over Europe was quite his equal. The problems which confront European statesmen, and those of America as well, to-day are unique. Even those presented by the eruption of the Barbarians of the North against Imperial Rome were unlike those arising to-day. The political world can only stand aghast when brought face to face with the relation of China to Occidental civilization. Ingenuity will exhaust itself in vain in an effort to find a satisfactory solution.

Nor is the Oriental question the only one presenting tremendous difficulties. Other issues arising nearer home are being forced to the front. It is useless to cry peace, when there is no peace. Social questions have been raised which, like Banquo's ghost, will not "down" at any one's bidding. Respect for law is endangered. Authority is becoming hateful. More than one imperium in imperio is being established, to which men bind themselves in unquestioning obedience.

Perhaps we do not speak too strongly when we say that the Twentieth Century bids fair to open with Occidental civilization upon its trial against dangers from within as well as from without. Is the Yellow Peril about to descend upon us? Are the forces, which have for the last quarter of a century been seething beneath the surface of society, about to break forth? If the answer to these questions is in the affirmative, who will attempt to forecast the result? It is rank folly to decline to read the signs of the times, to flatter ourselves with a smug complacency that, no matter what fate may havefallen other civilizations, ours is too firmly grounded to be overthrown. Doubtless there were men in ancient Egypt, Persia and Rome who made a similar claim. There is danger ahead, and there is no chart of the route that must be followed, and no pilot who can see far enough ahead to avoid the shallows, rocks and quicksands.

Ontario and Quebec between them owe the Dominion a very tidy sum of money. These provinces are always in the forefront of the opposition to a recognition of the claims of British Columbia to ordinary fair treatment.

The Colonist is opposed to the establishment in British Columbia of separate public schools by any denomination; but it thinks the effect would not be to separate the youth of the country into "hostile camps." Nevertheless it is good advice, which a Vancouver Orange Lodge gives to the government, to beware of the thin edge of the wedge.

The news received during the week has not appreciably relieved public anxiety as to the fate of the foreign legations in Pekin. We may feel quite sure that they were safe a week or so ago—that is, those of them who had not fallen in the fight—but no one can say what may have happened to them since. This morning's news indicates that the advance of the allies to the capital may prove extremely difficult.

The Colonist presents its readers today with sixteen pages of matter, and on some of them are engravings which will compare favorably with any that have appeared in the daily press. The original intention was to give more reading matter and more pictures, but the demands of advertisers were so great that it was impossible to do so. The business people of Victoria appreciate the effort made by the Colonist to present its readers occasionally with something out of the ordinary, and this is a source of much satisfaction.

The Times need not have devoted a leading editorial to the Colonist's despatch giving the record of Smith-Dorrien's division. The Colonist intended to make some observations upon it on its own account. This despatch was printed in the weekly papers in London more than two weeks ago, and we have a very decided objection to paying for telegrams that can be got out of papers received the same night by mail from London. At the same time the news was worth printing, though rather late. The Times must not suppose that the Colonist is annoyed by its criticisms. We are surprised, however, that since it saw the

item in its exchanges it did not reproduce it.

The time has come for a great awakening of the conscience of civilization. It has already slumbered too long. That part of the world which calls itself Christendom has strayed very far from the principles laid down by Him whose name it bears. What seems to be needed is a more general sense of individual responsibility. During the last twenty-five years there has been a marked disposition to substitute statutory enactments or the edicts of organizations for the dictates of individual consciences. The effect is wholly injurious in the long run, although temporarily something apparently salutary may be accomplished. Depend upon it, there is nothing that will so conserve our civilization and make it worth preserving as the development of an enlightened Christian conscience. Never had the church greater work to do than now. She is dealing with new conditions. If our civilization is on trial, so also is Christianity. Therefore it is time for religious organizations of all kinds to get together and be ready to meet a common foe. And it is not enough simply for them to act in concert. They must realize the demands of the hour, must learn that to a very large proportion of the population of so-called Christian countries they no longer speak with authority. Only the reasonableness of their teachings, and, above all, the convincing proof of right example can accomplish the work that must be done if disaster is to be averted.

Letters to The Editor**CUT WORMS.**

Sir:—In answer to Sportsman's enquiry if farmers in Eastern Canada mix parsnips with meal for potato bugs, I may answer that you will be sorry to hear that they mix with meal, but if bran and dry powder is used, such as mown, horse, lawn, etc., for dusting, and water for spraying. The potato beetle and their larvae have a different way of working. They remain on the potato tops all the time until it is devoured. On the other hand, cut worms usually feed at night and secrete themselves during the daytime in the soil. It has been found that they prefer bran in preference to the potato vines. The vine sticks to the foliage and the bran will not. Sportsman says it is not the dead worms that kill the birds. My letter stated that the birds sat on the ground and killed a covey of young pheasants a few days ago by spraying nursery stock with parsnip green and water to kill cut worms, and it was the cut worms that killed the birds. Last year around here there were about eight or nine pheasant nests found, that the hens had never come back to; running from five to fifteen eggs each. What killed all of those birds? Not shot gun or coons. Poisoned grubs. And again, what killed all of the young birds in their nests? I have not used poison since I was the means of killing the pheasants. With the exception of hellbore for larvae of the saw fly, that is the only thing I have used. It is used with a liberal hand in this vicinity. I love the birds. A man now lark sang to me every day for about three weeks last spring from the top of a plum tree, and I enjoyed it better than the best concert I ever heard. In reference to parsnip green not being mixed strong enough, out of twelve samples that were analyzed back East, only one came to the standard, and some of them had only thirty per cent. of parsnip green. As to wood ash as a remedy for cut worms, I put a lot in a barrel and buried them this afternoon with the ashes taken out of the stove; they are lively as ever just now, and will live them until the morning, and I think I will find them all right.

G. A. KNIGHT.

SQUASH THEM.

Sir:—In this morning's issue of the Colonist I see a correspondent advocates several methods of killing cut worms and caterpillars. Will you allow me to explain a much simpler process than placing them in solutions of hellbore and kerosene. First catch your grub. Place it carefully on some horse manure, (earthworms do). Put the sole of the right foot full upon the offender and let your weight come upon the same foot. This generally settles it. I find this a very cheap method, about 5¢ per 10,000 in sheer leather. I do not claim any credit as an inventor, Mr. Editor, as my grandmother frequently showed me how but I do claim that it is more effective than either of Mr. Robertson's methods. If any of your readers spray with kerosene oil in the ratio of 1 part to 6 quarts of water they may kill the grubs, but will assuredly take every leaf of the plants and in all probability will leave oil on the water and even oil on the bottom of the tubs and even oil on the floor of the house and even oil on the ceiling. If I also apply my grandmother's method upon every opportunity, and by the most efficient aid of some ducks, have succeeded in holding my own fairly well.

E. A. WALLACE.

Invertabrate Nursery, Aug. 4.

THE POUND.

Sir:—I beg leave through your columns to venture a protest against the system at present pursued as regards the collection of dog taxes. I have lived in your country, but this is the first time I have seen the law so barbarously and rigidly enforced. In England and France, all owners of dogs receive an official notice, giving them three months to pay the tax, failing to comply with which, proceedings against them, of course, be taken. Here, the first notification you receive is by seeing your dog, generally a personal favorite, bigger dogs being wisely avoided, hauled off at the end of a rope by a young ruffian, and if you expostulate, or attempt a rescue, you are insulted and browbeaten by that amiable gentleman known as the pound keeper. Measures could be devised by which needless cruelty and personal inconvenience could be avoided.

WHAT IS YOUR FATE?

Mysteries of the Future Told by Rhee.

There is no need to wonder what the morrow holds in store—whether the hand of fate is upon you, or perchance will fortune favor you with sunny smiles?

In this advanced age palmistry is a recognized science, and it is admitted that the palm contains all the mysteries, the pleasures or sorrows of life. So why walk blindly on with no purpose in life, without a knowledge of what best suits you in the trades or professions?

Rhee, the palmist, has read the palms of men pre-eminent in the business world and leaders in the political arena. Her prophecies are unfailing—never an error or mistake. Many mining men have become wealthy on her advice—others warned of impending disaster, so that life itself has been saved. There is no end to the good that is done and the happiness created through this knowledge of the future.

In further pursuance of this subject it is well to advise all who intend consulting Rhee to call immediately, as she rushes to her patients, and can be seen to-day, and many have been enabled to get a cure.

The parlors are at the Hotel Victoria, and the fee is \$1. Hours, from 9 a.m. to 10 p.m.; Sunday, 1 to 10 p.m.

**SALES BY
THE CUTHERBERT-BROWNE COMP'Y, LTD.****TERRACE AVE. OAK BAY AVE.**

We are favored with instructions from the executors of the late Archibald McGregor, Esq., to

offer his late residence as above, the whole of

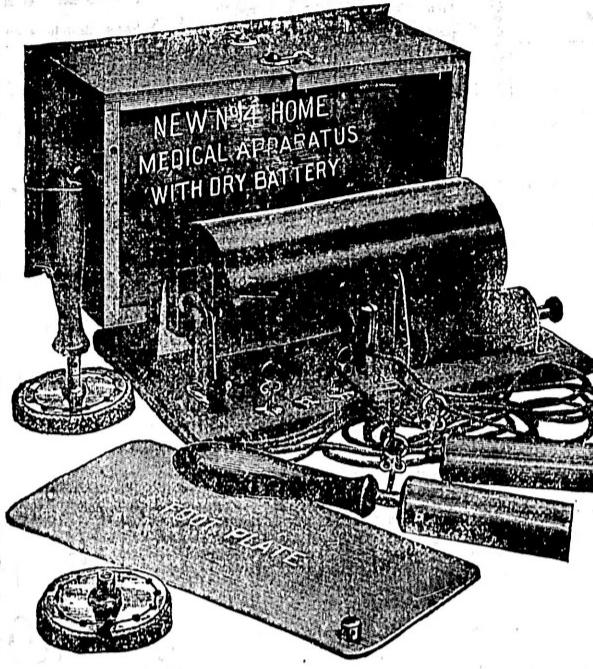
ELECTRICITY VS. DISEASE!

APPLIED BY THE

∴ Home Medical Battery. ∴

ANOTHER CONSIGNMENT OF BATTERIES JUST RECEIVED.

If you have Rheumatism and despair of Cure, give the Battery a trial. It has cured others, will cure you.



If you are NERVOUS and cannot sleep, apply the Battery. . . .
It will help you.

A BOOK OF INSTRUCTION, in regard to Treatment of various Ailments, accompanies each Battery.
APPARATUS COMPLETE, Only \$8.00. *

THE HINTON ELECTRIC CO., LTD.

62 Government Street Victoria, B.C.

Foulkes Still Champion

Defeated R. B. Powell With Ease in the Finals Yesterday.

Miss Goward Loses Her Title to Miss Kitto—Other Matches.

One of the most successful meetings of the Victoria Lawn Tennis Club was brought to an end on the club grounds yesterday afternoon before an unusually large and fashionable assembly, which included His Honor the Lieutenant-Governor, Sir Henri Joly de Lotbiniere, and the Bishop of Columbia. Great interest was added to the tournament during the week by the presence of His Excellency the Governor-General and Lady Minto, and the many visiting players from the United States, Vancouver and Cowichan. Jupiter Pluvius kindly made himself conspicuous among those interested by his almost entire absence. Once again the committee on behalf of the club have to thank the under-mentioned ladies who so generously officiated and provided tea and other refresh-

ments for the comfort of the numerous spectators and players during the week: Mrs. Archer Martin, Mrs. A. P. Luxton, Mrs. F. B. Pemberton, Mrs. G. H. Barnard, Mrs. Pooley, Mrs. Ward, Mrs. Loewen, Mrs. Barnard, Mrs. James Dunsmuir and Mrs. Dunsmuir. The arduous duties that the secretary and members of the committee had to perform were most ably carried out by Mr. Alexis Martin and his colleagues, the energetic performance of which largely accounted for the success of the tournament.

In conclusion the committee beg to thank those gentlemen who were unselfish enough to come forward to assist them in acting as umpires and linemen, the unbiased decisions of whom helped to make the tournament from a player's point of view the undoubted success that it was.

Owing to the large number of entries, the semi-finals and finals in the mixed doubles will be played off on Monday and Tuesday of this week as follows:

3 p.m.—A. T. Goward and Miss Goward vs. H. Combe and Miss Prior.

4 p.m.—J. F. Foulkes and Mrs. Burton vs. R. H. Pooley and Miss D. Green.

5 p.m.—B. G. Goward and Miss M. Macrae vs. winners of 3 o'clock match.

Consolation Singles.

11 a.m.—S. L. Brunn vs. A. G. Langley; K. Crawley vs. P. S. Lampman.

12 noon—G. H. Barnard vs. F. B. Ward.

1 p.m.—C. R. Longo vs. B. G. Goward.

3 p.m.—D. M. Rogers vs. winner of K. Crawley vs. P. S. Lampman.

4 p.m.—B. H. T. Drake vs. winner of C. R. Longo vs. B. G. Goward.

5 p.m.—Capt. Bowdler vs. E. W. Carr-Hilton; winner of G. H. Barnard vs. F. B. Ward, vs. winner of A. G. Langley vs. S. L. Brunn.

6 p.m.—G. Wilson vs. winner of Capt.

Bowdler vs. E. W. Carr-Hilton. Tuesday—Finals in Mixed Doubles.

Yesterday's Results.

The result of yesterday's play is as follows:

R. B. Powell defeated A. T. Goward—2:6, 6:4, 8:6, 2:6, 6:0.

J. F. Foulkes defeated R. B. Powell for the championship—6:4, 6:2, 6:3.

Miss M. Macrae and Miss B. Kitto defeated Miss D. Green and Miss A. Bell—6:2, 9:7.

Miss Kitto defeated Miss Goward for the ladies' championship—6:4, 4:6, 9:7.

J. F. Foulkes and Mrs. Burton defeated G. H. Barnard and Mrs. Crow Baker—6:2, 6:2.

H. Gillison and S. Russell defeated H. Combe and A. Martin—6:2, 7:5.

J. F. Foulkes and A. T. Goward defeated H. Gillison and S. Russell—6:3,

6:4, 6:8, 6:3.

SWIMMING.

Boys' Races.

Mr. Ian St. Clair, physical instructor in the public schools, is certainly doing good work among the boys of the city. Since he opened his swimming baths above Point Ellice a large number of boys have learned to swim, and have also been taught how to go about saving lives in the water. To encourage the boys to greater proficiency Mr. St. Clair holds a series of races each Saturday.

The present holder of the record for the 100 yards dash and length of the bath tank is H. Houston, of the Boys' Central school, whose time for 100 yards is 1 min. 25 sec., and for the length dash 25 sec. The races yesterday were won as follows:

Boys under 12—1st, Campbell, Victoria West; 2nd, McKinnon, Hornby Island.

Boys over 14—1st, H. Houston, Boys'

Central; 2nd, W. Tait, Victoria West. Diving—Alec. Campbell, Victoria West.

There are a number of very good swimmers among the boys, and they take a keen interest in the racing.

YACHTING.

Yesterday's Race.

Six yachts participated in the race yesterday, the Widenwake, Nancy, Banshee, Vrill, Ladysmith and Noreen, of "R" class, crossed the finishing line in succession, the Ladysmith crossing five seconds ahead of the Vrill, and the Noreen one minute and five seconds after the Vrill. The Widenwake finished first in "A" class, at 4:23; the Banshee crossed the line at 4:30:38, and sailing well. The Nancy crossed at 4:38:30, also sailing well. The yachts started at 3 p.m. and finished a good race in a short time,

THE WHEEL.

B. C. Record Smashed.

Vancouver, Aug. 4.—The school trustees of the city have decided that the extensive repairs to the school buildings be done by contract, as usual, and not by day labor, as desired by the Trades and Labor Council. The board withdrew

the regulations recently enforced that no children could attend school unless they were vaccinated. The religious instruction question was discussed at length, many of the members being opposed to the proposition.

The following resolution was passed at a meeting of the Clarke Wallace Loyal Orange Lodge last night: "That we view with much concern the recommendation recently made by Superintendent Cowperthwaite to the Vancouver public school board in favor of making certain changes regarding religious instruction in the schools, as we have grave fears that any departure from the present secular system would surely be used as a pretext by those in favor of denominational education, in order to use whiskey moderately and use the best.

Jesse Moore "AA" is the purest and best."

The Finest made—Martell's Three Star

dabney.

Religion in The Schools.

Fear that It would Result in Establishing a Separate System.

carefully against making any changes which would be likely to open the door for the introduction of legislation that would attempt to fasten state separate schools on the province, inasmuch as such schools have worked untold mischief and have been the cause of much heart-burning and bitterness in some of the other provinces of the Dominion, and would most certainly result in dividing the Protestant and Roman Catholic young people of British Columbia into two hostile camps.

Decoration Day.—The members of the local lodges Knights of Pythias will today decorate the graves of deceased brethren.

In late years men have made fortunes out of the tailings of gold mines. The hills in which the ore formerly was crushed and the crude processes then in use allowed a portion of the precious metal to escape, and that loss amounted to some cœs to a fortune. The stomach is just like a stamp mill in this respect, that when it is not in perfect order it allows the escape and waste of much of the precious nutriment contained in the food taken, with sometimes great loss of man's greatest fortune, health. Science offers a remedy for this condition in Dr. Pierce's Golden Medical Discovery. It corrects the "weakness" of the stomach, prevents waste and loss of nourishment, and puts the stomach in a condition of health which enables them to save and assimilate all the nutriment contained in the food which is eaten. In all cases of constipation the use of Dr. Pierce's Pleasant Pellets will speedily and permanently cure the disease.

LACROSSE.

Victoria Won.

At Seattle yesterday the Victoria Intermediate lacrosse team defeated Seattle by four goals to three.

B. WILLIAMS & CO.



Clothiers, Hatters and Outfitters

Largest Store!

Biggest Stock!! and

Smallest Prices in B.C. !!!

UMBRELLAS, TRUNKS, VALISES, BLANKETS, UNDERWEAR, TOP SHIRTS, HATS, CAPS AND FURNISHINGS.

Eastern tailor-made suits to Measure fit and finish guaranteed.

High-class Overcoats,
Macintoshes, Rigby Waterproofs,

AGENTS FOR

"Christy's" Hats,
"Dr. Jaegers" Underwear,
"W. E. Sanford's" Clothing,
"Health" Underwear,
"Dent's" Gloves,
"Barrington" Hats, and
"W. G. & R. Shirts.

B. WILLIAMS & CO.,

Clothiers, Hatters and Outfitters

68 and 70 Yates Street, Victoria.

THE WESTSIDE

VICTORIA'S POPULAR STORE

5TH AUGUST, 1900

GRAND "WIND-UP" SWEEPING SALE COMMENCING WEDNESDAY, AUGUST 8TH, AT 9 A.M.

The Hutcheson Company, Limited, will remove from their present premises about the 1st of September to the commodious store now being fitted up for them at the corner of Government and Fort Streets. The Directors have decided that

EVERYTHING MUST BE SOLD

THAT CAN BE SOLD BEFORE REMOVING so that nothing but the newest and latest goods may enter their new store. Stocks have been turned over from basement to attic and prices have been mercilessly reduced. Costs lost sight of, and the price pruning knife has cut the very heart of values, creating havoc among staple and fancy dry goods.

2,500--REMNANTS OF DRESS GOODS REDUCED TO LESS THAN COST PRICE---2,500



A Shirt Waist Bargain!

150 LADIES' WHITE PIQUE ORGANIE AND ZEPHYR SHIRT WAISTS, TRIMMED WITH EMBROIDERY, SLIGHTLY MUSSED BY TOO ARDENT ADMIRERS. REGULAR PRICE, \$1.50 TO \$3.00

Your Choice..... \$1.00

Evening Fans Cheap!

ABOUT 75 PRETTY FANS, HAND PAINTED, FEATHER AND GAUZE, USUAL \$1.50 TO \$4.00.

Sale Price - - - 50 cents



1,500--YARDS WHITE SHEETING, 72 in., REGULAR 25c. A YARD, SALE PRICE 19c. A YARD

Kid Glove Bargains!

A SPLENDID LOT OF LADIES' SUEDE MOUSQUETAIRE GLOVES IN BLACK, TAN AND OPERA SHADES; GOOD ASSORTMENT OF SIZES. REGULAR, \$1.25 TO \$1.75.

Sale Price..... 50 cents pair

FRENCH KID GLOVEES, BLACK OR TAN. SIZES 5 $\frac{1}{4}$, 5 $\frac{1}{2}$, 6, 7, 7 $\frac{1}{2}$, 8 $\frac{1}{2}$. REGULAR, \$1.25.

Sale Price..... 50 cents pair

1,500 SAMPLE PAIRS OF FABRIC AND SILK GLOVES MITTS; USUAL PRICES, 25c. to 75c.

Sale Price..... 15 cents

1,250--FOUR OUNCE SKEINS WOOL, REGULAR PRICE 15c. A SKEIN, SALE PRICE 10c. A SKEIN

Neckwear-Ladies!

CREPE LISSE AND CHIFFON RUFFLES. REGULAR, \$1.00, \$1.50 AND \$1.75.

Sale Price..... 50 cents

LINEN COLLARS AND CUFFS, 120 SETS. LADIES' BLACK AND COLORED COLLARS AND CUFFS. REGULAR 30c. SET.

Sale Price..... 10 cents set

75 ONLY, PIQUE TIES (WHITE), FOUR-IN-HAND STYLE. USUAL, 25c. EACH.

Sale Price..... 12 1-2 cents



Handkerchiefs!

Ladies' and Mens.

MEN'S "KILLALOO" LINEN LAWN HANDKERCHIEFS, REGULAR 15c EACH.

Sale Price..... 10 cents each

LADIES' FANCY EMBROIDERED AND LACE TRIMMED HANDKERCHIEFS. REGULAR 50c.

Sale Price..... 20 cents each

BLACK GRENAINES 25c per yard.

BLACK FRENCH CREPONS 75c per yard.

SPLENDID DESIGNS IN LACE CURTAINS, 3 YARDS LONG. REGULAR \$1.20 A PAIR 75 cents

HUNDREDS OF PAIRS OF BETTER STYLES, EQUALLY AS CHEAP.

CHEMINE CURTAINS, COLORED DADOES, HEAVILY FRINGED. REGULAR \$5.00 A PAIR \$3.50

BLACK FANCY DRESS GOODS 25c.

75 ONLY WHITE HONEY COMB BED COVERS, Regular \$1.25, Sale Price 95c.

REMNANTS OF LINENS, COTTONS, SHEETINGS, PRINTS, MUSLINS, ETC., AT HALF PRICE

THE HUTCHESON COMPANY, LIMITED,

VICTORIA, B. C.



Ladies' Percale Wrappers!

COLORED PERCALE WRAPPERS, STYLISHLY MADE AND NEATLY TRIMMED. REGULAR VALUE, \$1.00.

Sale Price..... 65 cents

STYLISH PERCALE WRAPPERS, WHITE PIQUE YOKES, TRIMMED WITH EMBROIDERY. REGULAR VALUE, \$1.75.

Sale Price..... \$1.25



Lace and Chenille Curtains

SPLENDID DESIGNS IN LACE CURTAINS, 3 YARDS LONG. REGULAR \$1.20 A PAIR 75 cents

Sale Price.....

HUNDREDS OF PAIRS OF BETTER STYLES, EQUALLY AS CHEAP.

CHEMINE CURTAINS, COLORED DADOES, HEAVILY FRINGED. REGULAR \$5.00 A PAIR \$3.50

BLACK FANCY DRESS GOODS 25c.

THE WEATHER.

Meteorological Office,
Victoria, Aug. 4.—8 p.m.

SYNOPSIS.

The barometer remains comparatively high on Vancouver Island, while further north an ocean low area is spreading inland accompanied by more rain in Cariboo. The weather remains fair and moderately warm throughout the Pacific Slope, and with the exception of showers in Northern Alberta, it is fine and warm eastward to the Great Lakes. The winds are moderate along the North Pacific Coast and high from the westward over Western California.

TEMPERATURES.

	Min.	Max.
Victoria	50	65
New Westminster	46	70
Kamloops	50	72
Barkererville	42	60
Calgary	42	65
Winnipeg	53	82
Portland, Ore.	50	74
San Francisco, Cal.	52	60

FORECASTS.

For 24 hours from 5 a.m. (Pacific time) Sunday: Moderate or fresh winds, mostly south and west; fair; no much change in temperature. Lower Mainland: Moderate winds; fair and warm.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon, and 5 p.m.

SATURDAY, Aug. 4.
Deg. 5 a.m. Mean.....57
Noon.....62 Highest.....65
5 p.m.61 Lowest.....49

The velocity and direction of the wind were as follows:

5 a.m. Calm.
Noon.....8 miles south.
5 p.m.16 miles southwest.

Average state of weather—Fair.
Sunshine—7 hours 48 minutes.

Barometer at noon—Observed.....30.054
Corrected.....30.054

NEW WESTMINSTER.

Barometer at 5 p.m.—Corrected.....29.98

PASSENGERS.

Per steamer Islander from Vancouver, 2,849, consisting of 1,149 Japanese, 900 British, 400 Russians and 100 Americans, was formed, and at 3 a.m. they commenced the attack. The attacking column had ten six-inch Japanese and four British, and was accompanied by a squadron of Japanese cavalry. The British guns were two four-point-sevens from the Centurion, flagship of Admiral Seymour, and two four-inch guns from the Algerine. These guns were used merely as guns of position, and did not go into action. The Japanese guns were three-inch field pieces.

About 4,000 Chinese troops under Gen. Nien opposed the advance. They had six guns mounted behind a parapet on the race course. The Japanese cavalry were ordered to outflank the enemy's left, and the remainder of the army advanced on the right in three bodies. The Chinese cannonade was furious. As against the Terrible's men, it was terrible—the anything they had experienced at Ladysmith. But within two hours the Chinese guns were silenced by the British and Japanese.

While the Chinese were thus engaged, the Japanese cavalry adroitly moved around without exposing themselves, and charged into the thick of the enemy five times; cutting them down and shooting them so that at last they fled in confusion. The allies advanced and captured four guns, the Chinese escaping into the walled city and leaving 300 dead upon the field. Their haste to get through the gate was so great that they blocked their own way of retreat. The allies opened fire on them, and this caused confusion and inflicted heavy loss. The Japanese had five killed and many wounded, and the losses of the British and Russians were small. The western arsenal was captured about the same time with two guns, but the walled city and the eastern arsenal remained in the possession of the enemy and were not captured until the 14th, when a joint attack was made by the whole of the allied forces, the British, the Americans and the Japanese advancing on the left, the Russians, the Germans and French on the right. The action was most bloody. The allies had 600 casualties. Again the Japanese distinguished themselves. Thus bore the brunt of the fighting on the 9th, and it was by them that the Chinese position was captured on the 14th. They had 250 killed and wounded on the latter occasion. The Chinese fought better than any of the foreign troops had ever expected. They stood a perfect hail of bullets from the machine guns of the powers, and remained in their positions during a terribly heavy fire of lyddite, which caused a great loss of life. In many ways they showed unexpected fighting qualities. On one occasion a battalion attacked a regiment of Sikhs with the bayonet, making most desperate attack, which, however, was repulsed with loss.

When the allied troops entered the captured city the scene was indescribable. The Chinese dead were piled up breast high, and the Japanese correspondents say it was feared that an outbreak of pestilence would occur. Even after the allies entered the town the Chinese fought hard for the possession of the Chinese camp, the task of taking which had been given to the Russians. This was not captured until the following day.

The Germans and Russians lost very heavily early in the fight, for an hour after the opening of the fight a tremendous explosion took place 600 yards from the German and Russian infantry. Many men were killed and wounded, and the French mounted mule battery stampeded. When the troops entered the city in the evening the Russians set it on fire and began to loot all sides. The Japanese correspondents claim them with all kinds of licentious doings.

Mr. Ishikawa Yasujiro, editor of the Mainichi Shimbun, who is war correspondent at the front for his paper, says that the slaughter of the wounded is the least of the crimes of the Russians. He says they kill peaceful people without compunction; slay men and women; shoot children that cling weeping to the corpses of their murdered parents; break into shops, massacre their owners and steal the goods. The Pei Ho is full of dead bodies, including numerous women and children, and the Chinese have come to regard the Russians as regular devils.

The Japanese editor adds that a crew came under his notice where the Russians landed 300 bodies on a junk and burned them. The dead were for the most part pick coolies of the Russians, and suspecting their fidelity they had killed them and loaded them on the junk, had it fired and sent it drifting down the Pei Ho.

Officers Elected.—The new Board of Union, I. O. O. F., met last evening and organized for the year by electing officers as follows: President, James Pottinger (re-elected); secretary, F. Davy (re-elected); treasurer, W. Walker (re-elected); trustees, R. Borthwick, J. H. Meldrum, Jos. E. Phillips; auditors, A. McKeown, F. Taylor, P. A. Babington. After transacting routine and other business, the board adjourned to meet again the second Saturday in September.

STOP THAT COUGH

Some people say it will go away of its own accord, but after waiting a reasonable time it will not do so without the assistance of a good specific.

We Can Recommend

Pulmonic Cough Cure

As a quick and reliable remedy for throat and lung troubles.

HALL & CO.,
Dispensing Chemists,

Clarice Block, Cor. Yates and Douglas

The Taking
of Tien Tsin.How the Japanese Cavalry Cut
up Boxers and the Chinese
Soldiers.Jap Correspondent tells of Atrocious Doings by Czar's
Fighters.

Detailed news of the desperate fighting between the allies and the Chinese, incident to the capture of the native walled city of Tien-Tsin on July 14, were received by the steamer Argyle, which left Yokohama on July 19—two days after the Glengate. The walled city, which is referred to by the Japanese war correspondents who tell the story as the "castle," was captured by the allied forces on the 14th, after a sharp struggle, in which the assailants had about a thousand men killed and wounded. It appears that the Chinese had their main positions there and in the western and eastern arsenals. But for the purpose of bombarding the foreign concessions they were in the habit of advancing to the race course and its environs. The latter positions, as well as the western arsenals, appear to have been comparatively easy range, and the Chinese stationed there maintained such a destructive capacity that it is imperative that they should know the principles governing organized bodies applying to the conduct of public meetings—all work done by any member or group of members. For instance, a committee without its officers, say a recording secretary, works at great disadvantage; it loses the thread of the subject. We believe ability to work in every organization is furnished by discipline and order, and teaches tact and judgment, when to be silent and when to speak. It is treason. We don't know what is in us until a right opportunity comes, and there are no surprises in life more delightful than the rapid growth in power, often made by women, whom you would least expect, and who had hitherto given little promise, but who responds immediately to favorable conditions. One reason of our misjudgment often is, we don't rightly measure the capacity of many we know best, for the reason that capacity is undeveloped, and these societies bring it out. While men and women in the colonies overestimate themselves, it is probably true that the great mass of men and women underestimate their capacity. A number of intelligent women sitting round, you must think before you speak, and be very concise. We would strongly advise members to join; it is truly a wise organization; right methods, right habits of work, are considered, and it is an education in itself, the conducting of our affairs for the public weal.—Com.

For that purpose a mixed column of 2,849, consisting of 1,149 Japanese, 900 British, 400 Russians and 100 Americans, was formed, and at 3 a.m. they commenced the attack. The attacking column had ten six-inch Japanese and four British, and was accompanied by a squadron of Japanese cavalry. The British guns were two four-point-sevens from the Centurion, flagship of Admiral Seymour, and two four-inch guns from the Algerine. These guns were used merely as guns of position, and did not go into action. The Japanese guns were three-inch field pieces.

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"Think of Ease
But Work On."

If your blood is impure you cannot even "think of ease." The blood is the greatest sustainer of the body and when you make it pure by taking Hood's Sarsaparilla you have the perfect health in which even hard work becomes easy.

Hood's Sarsaparilla
Never Disappoints

W. C. T. U.

The Women's Christian Temperance Union has one steadfast aim, and that, none other than it is based on the religion which helps to make Christians, not in form, but in fact; not ecclesiastically, but truly in our hearts, and although the question is often asked, why take up so much valuable time going through a parliamentary form, at this stage of the world's progress, every woman should have at least a theoretical knowledge of parliamentary law. Women are taking such an active part in public affairs that it is imperative that they should know the principles governing organized bodies applying to the conduct of public meetings—all work done by any member or group of members. For instance, a committee without its officers, say a recording secretary, works at great disadvantage; it loses the thread of the subject. We believe ability to work in every organization is furnished by discipline and order, and teaches tact and judgment, when to be silent and when to speak. It is treason. We don't know what is in us until a right opportunity comes, and there are no surprises in life more delightful than the rapid growth in power, often made by women, whom you would least expect, and who had hitherto given little promise, but who responds immediately to favorable conditions. One reason of our misjudgment often is, we don't rightly measure the capacity of many we know best, for the reason that capacity is undeveloped, and these societies bring it out. While men and women in the colonies overestimate themselves, it is probably true that the great mass of men and women underestimate their capacity. A number of intelligent women sitting round, you must think before you speak, and be very concise. We would strongly advise members to join; it is truly a wise organization; right methods, right habits of work, are considered, and it is an education in itself, the conducting of our affairs for the public weal.—Com.

PRELIMINARY.
AUCTION

I am instructed to sell at my commodious salerooms, 77, 79 and St. Georges St., Without Reserve.

Friday Aug. 10 at 2 p.m.

Valuable Furniture

NEW STEEL RANGE, LARGE TENT ETC
Further particulars later.

This will be one of the largest sales, and will include some of the best goods offered at auction in Victoria.

WM. T. HARDAKER,
Telephone 633. The Auctioneer.

TWASN'T MARK TWAIN.

Audience Took Temperance Lecturer for Famous Humorist.

"Mark Twain is a good talker, and invariably prepares himself, though he skillfully hides his preparation by his method of delivery, which denotes that he is getting his ideas and phrases as he proceeds. He is an accomplished artist in this way. His peculiar mode of expression always seems contagious with an audience, and a laugh would follow the most sober remark. It is a singular fact that an audience will be in a laughing mood, when they first enter the lecture room; they are ready to burst out at anything and everything. In the town of Colchester, Connecticut, there was a good illustration of this, the Hon. David Hornet having a most unpleasant experience. The speaker was Mark Twain, Mr. Clemens, or had ever heard him lecture, and they entertained the idea that he was funny, and went to the lecture prepared to laugh. Even those upon the platform, excepting the chairman, did not know Mr. Hornet from Mark Twain, and so, when he was introduced, thought nothing of the name, as they knew Mark Twain was a pen-name, and supposed his real name was Hornet.

"Mr. Hornet bowed politely, looked about him, and remarked: 'Intemperance is the curse of the country.' The audience burst into a merry laugh. He knew it could not be his remark, and thought his jokes must be witty, and he asked the chairman, in a whisper, if he was all right, and received 'yes' for an answer. Then he said: 'Run shays more disease!' Another, but louder laugh followed. He could not understand it, but proceeded: 'It breaks up happy homes!' Still louder mirth. 'It is carrying young men down to death and hell!' They came a perfect roar of applause. Mr. Hornet began to get excited. He thought they were poking fun at him, but he went on: 'We must crush the serpent!' At a tremendous howl of laughter. The men on the platform, excepting the chairman, squirmed as they laughed. Then Hornet got mad. 'What I say is Gospel truth,' he cried. The audience fairly belched with mirth. Hornet turned to a man on the stage, and said: 'Do you see anything very ridiculous in my remarks or behaviour?' 'Yes, ha, ha!' 'Go on!' replied the roaring man, wildly dancing about. More laughter, and cries of 'Go on, Twain!' Then the chairman began to see through a glass darkly, and arose and quelled the merriment, and explained the situation, and the men on the stage suddenly ceased laughing, and the folks in the audience looked sheepish, and they quit laughing too, and then the excited Mr. Hornet, being thoroughly mad, told them he had never got into a town so entirely populated with asses and idiots, and having said that, he left the hall in disgust, followed by the audience in deep gloom." —Will M. Clemens in Atlantic.

Numerous ships will be made at northern ports, and Skagway reached on the 10th inst. There a special White Pass & Yukon railway train will be barded and the party taken to White Horse. Utilizing the steam launches, the distinguished passengers with their luggage were soon safe on board, and at 5:30 the ship got under way for the cruise North.

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Contrary to previous announcements, a stay of only three days' duration will be made at Victoria on the return trip. The evening of the day of arrival a public reception will be held at the parliament buildings. What will be done the third day has not yet been announced.

From Victoria the vice-regal party will proceed via Revelstoke on a tour of the Kootenays, afterwards going by the new West Pass railway to Prince Albert, where they will pitch camp to afford Lord Minto an opportunity of visiting the historic battle grounds where he saw service during the Northwest rebellion.

Yesterday afternoon a visit was paid to the Provincial Royal Jubilee hospital, and the Earl and Countess expressed themselves as much pleased with that institution.

The Germans and Russians lost very heavily early in the fight, for an hour after the opening of the fight a tremendous explosion took place 600 yards from the German and Russian infantry. Many men were killed and wounded, and the French mounted mule battery stampeded.

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THE DAILY COLONIST.

SUPPLEMENT.

VOL. LXXXIV.—NO. 48.

VICTORIA, BRITISH COLUMBIA, SUNDAY, AUGUST 5, 1900.

FORTY-SECOND YEAR

WHITE PASS & YUKON RAILWAY.

A despatch from the North announced that the White Pass & Yukon railway would be opened for traffic on Wednesday, August 1.

Between six and seven years ago, Capt. William Moore, who is very well known to old timers in Victoria in connection with navigation matters, came to this city from the North for the purpose of interesting the government of British Columbia in a wagon road over the White Pass from Skagway bay. Capt. Moore had long been familiar with the probable richness of the Yukon valley from the miner's standpoint, and was impressed with the work already in progress at 40-Mile creek and other points in the territory. His experience in navigation matters and his knowledge of the Yukon and its tributaries taught him that the best way to reach the gold bearing region was by tapping the head waters of this magnificent fluvial system, by a road of some kind from the nearest point on the sea coast. Acting on this idea, he advised his son Bernard Moore to secure from the United States government, such title as could then be obtained to a portion of the land on which the town of Skagway now stands, and young Moore proceeded to enter into possession of the shore of the bay. Captain Moore was quite familiar with the difficulties of the Chilkoot Pass, which was then much in favor among North-bound miners. He knew enough of railway construction to be aware that a tunnel at least seven miles in length would be necessary to enable trains to get from tide water at Dyea to Lake Linderman at the head of the Lewis branch of the Yukon. He knew also the difficulties presented by the Takon route, which starts from the head of Takon bay, a little south of the town of Juneau. This information enabled him to form a correct judgment as to the value of the White Pass, which to his mind presented the only feasible route for a railway from Lynn canal to the head waters of the Yukon.

When in Victoria, Captain Moore met E. E. Billingshurst, then with Drake, Jackson & Helmcken and unfolded his plan to him. In 1896 Mr. C. H. Wilkinson came to British Columbia, representing the British Columbia Development Association, to find some investments for the capital of the company. He met Mr. Billingshurst, who gave him the information he had obtained from Captain Moore. Mr. Wilkinson was much impressed with the prospects of business over a railway to be constructed by the White Pass, and he sent Mr. Billingshurst up to go over several routes to the interior. The latter returned after having made full inquiries, and, having gone over the White Pass and Chilkoot Pass, reported in favor of the former. The Dalton trial he learned presented a feasible route, but was too long to be taken into consideration at that time. This report and Mr. Wilkinson's views on this subject were sent to England, and, in consequence, instructions were sent out by the B. C. Development Association to apply to the legislature of this province for an act incorporating the British Columbia & Yukon Railway Company, which was granted in 1897, the incorporators being C. H. Wilkinson, H. C. Beeton, A. Drucker and E. E. Billingshurst. Application was made at Ottawa for a charter to a company known as the British Yukon Mining, Trading & Transportation Company, with power to build a railway from the Alaskan boundary to Fort Selkirk. This was granted in 1897.

Contemporary with these steps, Messrs. Sturge, Allen, Hughes and McEachern of Seattle, obtained a charter under the laws of the State of Washington, for the Pacific & Arctic Railway Navigation Company, and secured a permit from the United States Secretary of the Interior for the construction of a line from Skagway bay to Canadian territory. It was found necessary to secure a second permit in order to avoid some questions which have arisen. This last mentioned charter and the permits were assigned by the original grantees to Mr. Wilkinson and his associates.

Mr. Wilkinson went to England in 1897 and endeavored to float the project on the London money market, but met with an extremely cool reception, and the enterprise lay dormant until news came of the Klondike discoveries, which reached London the latter part of the summer of 1897. There was a demand at once for the franchises held by Mr. Wilkinson and his associates and after some negotiations they were disposed of to Messrs. Close Bros. & Co., a well known English financial house with headquarters in London and branches in Montreal and Chicago. Mr. S. H. Graves, a partner in the firm representing the house in America, this firm undertook to finance and build the road, and under the laws of Great Britain obtained letters patent for the White Pass & Yukon Railway Company, Limited, which company obtained all the franchises of the other companies, the latter having since retained only a legal existence. Among the persons associated with the organization of this company were Hon. Sydney Carr Glyn, a well known English banker and a director of the North London railway, Sir Allan Sache, at one time general manager of the London British & South Coast railway, Joseph Price, vice-president of the Grand Trunk railway and Edwin Hanson, a well known business man of Montreal. The consulting engineers were Sir Thomas Pancerd, well known in European railway circles, and Mr. E. C. Hawkins, one of the most energetic and favorably known American civil engineers of the younger generation. The share capital of the company was £1,000,000 and 6 per cent debentures to the amount of £250,000 were issued. Mr. S. H. Graves was named president of the company and Mr. E. C. Hawkins chief engineer, the latter being given full charge of the whole work of construction. These two gentlemen went over the proposed route of the railway in April, and surveyors were at once put in. Five lines were run before a satisfactory one was found, and in June, 1898, the work of construction was begun, the contract being let to the Pacific Contract Co., Mr. M. J. Henry being the superintendent of construction with John Hislop as assistant engineer.

The work of construction was extremely difficult until the summit of the White Pass was reached. In many places the line follows the side of the mountains and was almost impossible of access. So hopeless did the undertaking seem to the packers engaged in transporting goods over the famous Skagway trail that they

be paralleled elsewhere, but certainly cannot be surpassed. It must be borne in mind that everything used in construction of the railway, including every article of food had to be brought from points 1,400 miles by water from the coast terminus of the line. Then the gold excitement, at times, led to a stampede of men from their work. There were more than six months a year, the work had to be carried on notwithstanding the occurrence of severe storms and continuous periods of extremely low temperature. In short the difficulties to be contended with were exceptionally grave and the White Pass & Yukon railway to-day stands as a monument not only to the enterprise of the capitalists, who ventured their money in what to many seemed an utterly hopeless undertaking, but to the skill and energy and executive ability of the engineering and construction staff.

The following is a table of distances, showing the number of miles from Skagway to all points reached by this railway:

To.	Miles.
Shops	1
Boulder	4
Rocky Point	6
Clinton	8
Quarry	10
Henry	13
Glacier	13
Tunnel	17
Switchback	19
White Pass	21
Meadows	26
Frasier	28
Log Cabin	32
Bennett	41
Pavy	46
Pennington	53
Caribou	68
Landsdown	75
Lorne	80
Wette Lea	87
Robinson	90
Cowley	96
Dugdale	99
Wigman	105
White Horse Rapids	109
White Horse	111
Sukirk	183
Dawson City	559
Edge City	697
Circle City	797
Port Yukon	817
Minook	1,044
Wenre	1,141
*Nulato (cut off)	1,367
St. Michaels	1,372
Cape Nome	1,982

*Skagway to Cape Nome via cut-off at Nulato about 1,630 miles.

To these in estimating the distances from southern points, must be added the following:

Miles.
Victoria to Skagway..... 927
Vancouver to Skagway..... 867

The White Pass & Yukon Co. are now in a position to land passengers, express and mails at Dawson City during the season of river navigation in from six to eight days from Victoria, Vancouver or Seattle. The time, of course, in any instance depends upon the speed of steamer on the southern portion of the route.

The officials and general agents of the company are as follows:

S. H. Graves, President.
F. J. Cushing, Vice-President.
J. W. Probert, Treasurer.
F. C. Elliott, Secretary.
E. C. Hawkins, General Manager.
S. M. Irwin, Traffic Manager.
E. B. Hussey, General Purchasing At.
A. L. Berdoe, Auditor.
John Hislop, Assistant Chief Engineer.
J. P. Rogers, Division Superintendent.

GENERAL AGENTS.

J. H. Greer, Commercial Agent, Victoria, B. C.
A. H. B. MacGowan, Agent, Vancouver, B. C.
J. S. Wilson, Acting General Agent, Skagway, Alaska.
S. P. Brown, General Agent, 536 Market street, San Francisco, Cal.
T. S. E. Adair, Agent, Dawson City, Y.
F. P. Meyer, City Passenger and Freight Agent, Seattle, Wash.
C. W. Cook, Agent, Tacoma, Wash.

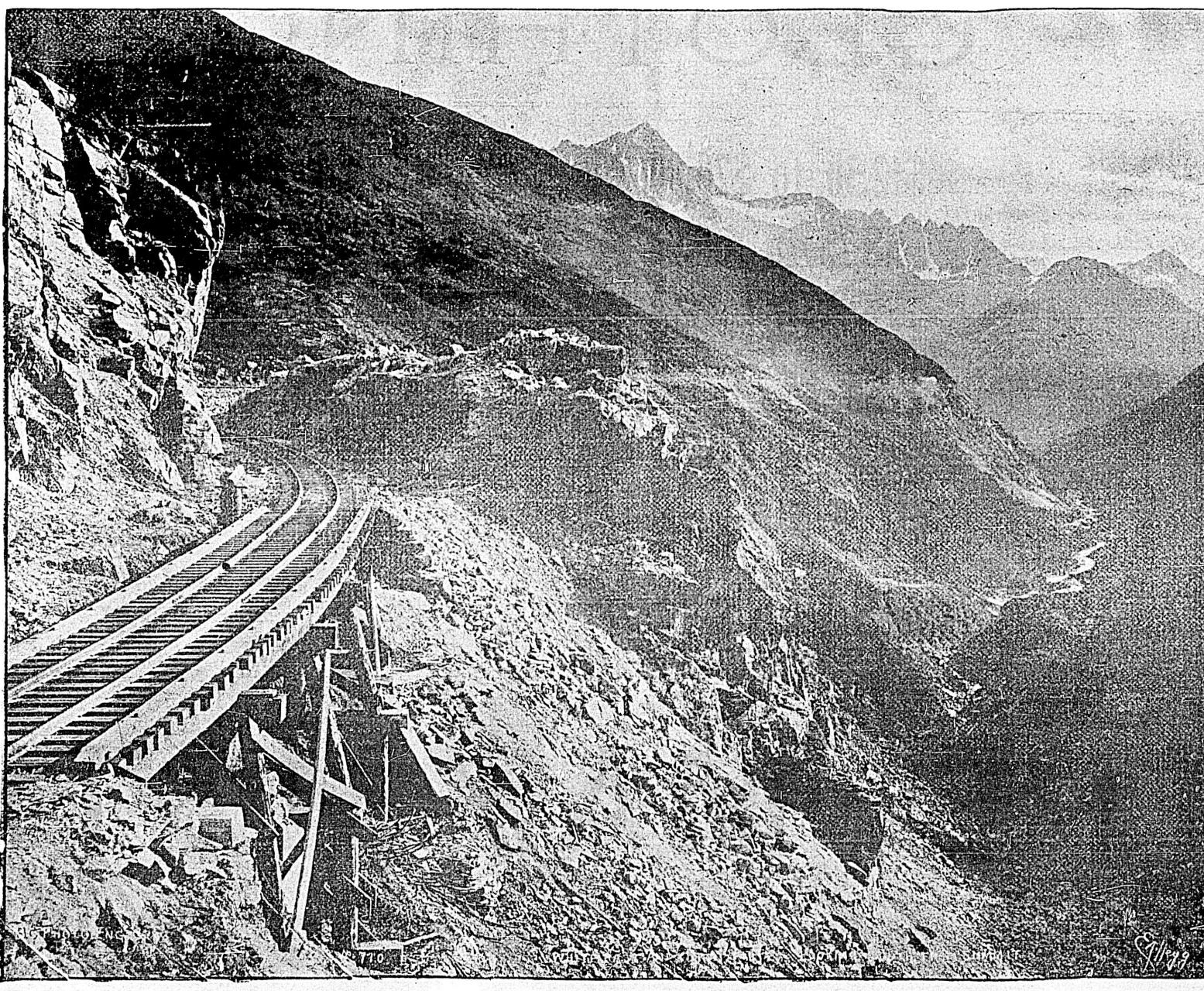
ROUTE OF THE RAILWAY.

Leaving Skagway, the road enters the valley of the Skagway river running in the general northwesterly direction and reaching the summit of White Pass at 21 miles, the altitude being 2,860 feet. The work of construction over this portion of the line was extremely difficult, it being found necessary at the 19th mile to put in a switch-back for temporary use. This is now being replaced by a handsome cantilever bridge, which will very greatly improve the grade. From the Summit the line descends to Bennett, which is reached at the 41st mile, the intervening 20 miles being over a comparatively level country. Bennett is at the southern end of the lake of the same name and is the head of steamboat navigation on the Yukon. Steamers ply regularly between Bennett and Atlin, the distance being 80 miles. From Bennett the railway follows the eastern shore of the lake for its whole length, crossing the outlet of the lake at Caribou, which is 68 miles from Skagway and 27 miles from Bennett. The line here leaves the lake system and ascending the Wilson river almost due north, strikes across country to White Horse, which is reached at the 111th mile from Skagway. This portion of the line was moderately difficult from a construction standpoint, but the grades obtained are easy and traffic can be handled over it with the utmost facility. No part of the work was easy. Thus the earth cuts were through material frozen by glacial frost to the toughness of rock. White Horse is the head of navigation on the Yukon for steamers lying on the lower waters. From St. Michael, in Behring sea, lying off the mouth of Yukon river, to White Horse, the distance is 1,761 miles, and there are no obstacles to navigation for the whole distance. At Five Finger Rapids there is a little difficult water, but when the improvements now in progress under the direction of the Dominion government have been completed, this long magnificent water stretch, which is equal in length to the distance across the Atlantic from Newfoundland to Ireland, will be as safe for navigation as any river in the world. The lake system, of which Bennett is the most westerly portion, comprises many miles of navigable waters, extending through a country which in mineral resources gives promise of a remarkable future. Entering the Yukon river below White Horse is the Teslin river, a strong stream draining Lake Teslin, a splendid sheet of water in northern British Columbia and the Yukon Territory. The Teslin river is navigable for steamers of light draft. Below the Teslin is the Big Salmon river, which flows out of a country known to be gold bearing. Below the Big Salmon is the Pelly, one of the great subdivisions of the Yukon system, rising

SKAGWAY AND LYNN CANAL, FROM THE RAILWAY.

743. VIEW OF SKAGWAY AND LYNN CANAL FROM THE RAILWAY.

I.C. PHOTO ENGR.



VIEW FROM THE SUMMIT.

Victoria, B.C.

M. MARKS, Proprietor.

Dawson. Y.T.

THE MAMMOTH

III GOVERNMENT STREET,

VICTORIA, B.C.

WHOLESALE AND RETAIL DEALERS IN

**Men's Clothing, Furnishing Goods,
BOOTS AND SHOES.**

HEADQUARTERS for Miners' and Logger Outfits. We are the largest exporters of Goods for Dawson in British Columbia. Traders taking goods into the Yukon will save money by buying from us. We can supply you with any quantity of Clothing, Boots and Shoes, Moccasins, Blankets, Mackinaws, Canvas Goods, Gum Boots, and all kinds of wearing apparel for Miners' Prospectors or Loggers.

See a Few of Our Staples.

CLOTHING

Men's Fine Worsted Suits in blue and black from	\$12.50 to \$20.00
Men's Fine Wire Serge Suits in blue and black from	\$8.75 to \$15.00
Men's Fine Scotch Tweed Suits in greys, browns or fawns	\$10 to \$18
Men's Fine Halifax Tweed Suits in greys, browns or fawns	\$5 to \$12.50
Men's Fine Worsted Pants, all sizes, browns or fawns	\$50c to \$5.00
Men's Fine Imported Whipcord Pants in grey and fawn	\$3.75 to \$5.50
Men's Fine Halifax Tweed Pants all sizes from	\$1.50 to \$3.75

Men's Overalls, The Mammoth Brand	65c
Men's Jean Pants, The Mammoth Brand, in grey, black and blue	65c
Boy's Pants	25c to 35c
Men's Underwear	25c each
Men's Balbriggan Underwear, plain color	50c each
Men's Cotton Underwear in stripe	50c and 75c each
Men's Natural Wool Underwear	\$1 and \$1.25 each
Men's Sox	3 prs. for 25c
Men's good strong working Shoes from	\$1.50 up
Boys' good school Shoes	\$1.25
Men's Hats of all descriptions from	75c to \$3.00

THE MAMMOTH

Between Yates and Johnson Sts.

III Government St.

BRITISH COLUMBIA ELECTRIC RAILWAY CO.

Present, Past and Future of the Victoria Street Car and Lighting Service.

Modern Plant Operated by a Progressive Company and Still More Improvements.

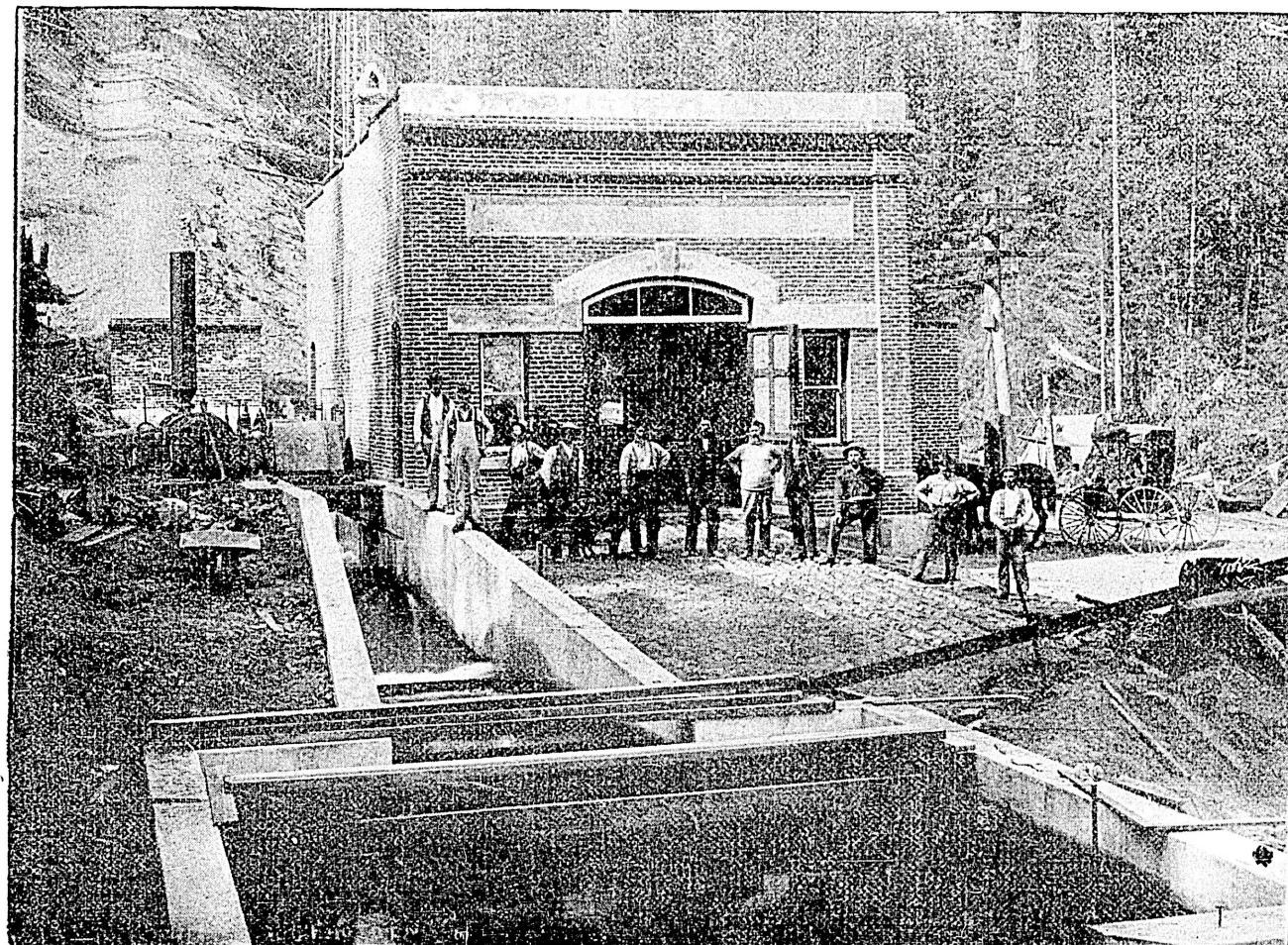
The old adage "never miss the water till the well runs dry" is peculiarly applicable to an institution so wound-up with the every day life of citizens as is a street railway, and all who remember the effects of the disastrous fire which wiped out the generating plant of the local company, and tied up the entire system for nearly two months eight years ago, will readily agree with this view. No matter how many complaints; good and bad and indifferent, were made about erratic cars, it was only when a temporary suspension of traffic took place that the

thrifty seeker after a pleasant manner in which to spend an odd half hour, which can not be bettered in any portion of this fair Dominion. Now, this all, for if the thrifty individual is not in the habit of enjoying this ride periodically, he may get his trip cheaper than 5 cents, for by purchasing commutation tickets even this rate is still further shaded. This one run is given particular mention as it is to a very great extent a characteristic one, combining as it does a most enjoyable ride with access to a hundred and one delightfully little nooks on both ends of the route. Oak Bay itself, with all its attractions of sandy beaches and shady dells, golf grounds and bicycle

immediate predecessor of the present Street Railway Company, was organized in 1889, when about six miles of tracks were in use, the rolling stock of the company being limited to four or five cars. The system has been gradually enlarged and improved, so that now nearly fourteen miles of tracks have been laid and about twenty cars of the latest pattern now constitute the equipment of the lines. Since the opening of the system for business in 1889 a line has been built to Spring Ridge, and the James Bay run extended to Beacon Hill; the Jubilee hospital extension has been put in; Oak Bay branch constructed; the inter-urban Es-

zens, still the announcement that this ever progressive company has now under consideration the matter of building a loop-line around the Gorge and in by way of Craigflower will be heartily welcomed by all. This will mean that one of the most widely known of Victoria's many natural attractions will be brought within a few steps of the doorway of all classes of her citizens.

Until about two years ago the power to operate the plant of the Electric Company was generated by steam at the brick buildings on Store street, which replaced the premises burnt out in 1892, but now the power is drawn from the



POWER HOUSE, GOLDS STREAM, SHOWING WATER WHEELS.

most inveterate kicker appreciated what a blessing the street railway was. And when one looks back at the crude system in vogue so short a time ago in this city, and compares what then obtained in catering to the wants of citizens in the way of rapid transit, with that which now supplies this want, the conviction is forced upon one that in comparison to its size Victoria is second to none in the matter of street car service. In fact it is a

track, and Esquimalt road with its quota of picnic grounds and beach bathing all round the western shore of our landlocked harbor. In fact on this one line it would be quite possible to select a new location every day, and yet during an entire summer not exhaust the number of picturesque picnicking grounds within easy reach of the street cars. And if so much can be said of Esquimalt and Oak Bay, how much more can the imagina-

tion initiate and last but by no means least Government street has been double tracked. And it is understood that as soon as the board of aldermen can have matters arranged the entire line all the way from Oswego street, James Bay, to Fisguard street will also be double tracked, thereby greatly improving the present running inasmuch as no stopping on switches will then be necessary, as is now the case.

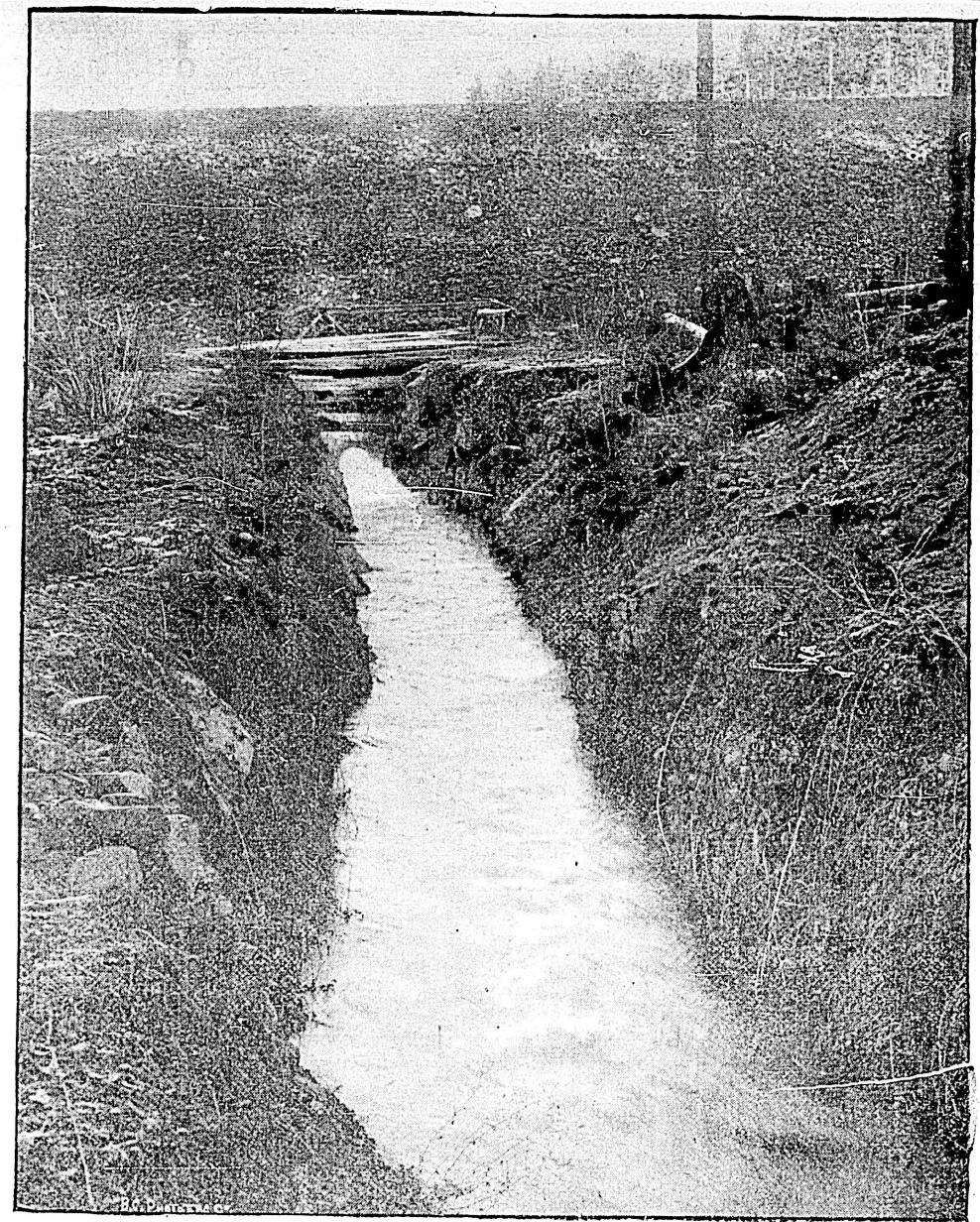
water of Goldstream, which, so to speak, has been harnessed to drag the cars and light the city of Victoria. The main lake supplying water for the power plant is situated six miles from Goldstream in the Goldstream hills. The water from the lake is conducted down the natural bed of the stream to within about 7,000 feet of the power-house. At this distance from the power-house, the water enters a large steel-riveted pipe 33 inches in diameter, which carries the water down the mountain side to the machinery. This subterraneous column of water a mile and a half in length descending 650 feet develops a pressure of 280 pounds per square inch. The water at the power house enters a riveted steel receiver, from which under this enormous pressure it is forced through two pipes terminating in four nozzles a couple of inches in diameter. Strange as it may seem these four small streams of water working the water-wheels develop sufficient power to run all the electric cars and electric lights in Victoria. Very few would believe that they would be unable to break these small jets of water with a sledge hammer, owing to their enormous velocity. Nevertheless such is the case. So great is the energy developed by these jets of water that they struck a man the other day a blow clear through him. In fact a boiler plate of medium thickness would be pierced as readily as the proverbial cheese would be by a bullet.

The water-wheels are directly connected to two powerful electric dynamos, which generate electricity at 700 volts. This electrical current, after passing through the controlling switch board, is raised by means of three large step-up transformers to a pressure of 11,800 volts. At this pressure it is conducted thirteen miles into Victoria by means of six copper wires. The high voltage was chosen as by this means but a very small per cent of the power is lost on the way. The current, when reaching Victoria, enters the company's substation on Store street, where, by means of three step-down transformers, it is converted into a suitable voltage both to run the cars and to light the business and private houses in Victoria. It is of interest to know that the company's engineer in charge at the substation on Store street by means of delicate instruments installed on the marble switch-board, can tell with absolute accuracy the number of lights burning in any portion of the city and control their brightness.

Lately great improvements have been made in the electrical part of the railway system by dividing the electrical distribution into independent sections. By this means, should any accident occur in one section the service in the other sections would be absolutely unaffected.

Owing to the rapid growth in the popularity of electricity as an illuminant the

above will give a good idea of the steady growth and improvement of the city street railway. And as is well known the extension to the outer wharf is all but agreed upon. While this will be a great boon to the travelling public, and will be gladly welcomed by all citi-



DITCH CONNECTING RESERVOIR, GOLDS STREAM.

company has during the past month been obliged to call for tenders to supply hydraulic and electrical machinery capable of supplying more than double the present number of lamps connected, which now amounts to 18,000.

It is the intention in future to make a special feature of the motor service in the city. Owing to the large extensions now being made the company will be in a position to give a thoroughly up-to-date service and entirely suited to all kinds of industries, such as printing, wood sawing, machine shops, grinding, dental, and all other kinds of machinery, also elevators.

The company in the expectation of largely increasing their list of power consumers, arising from the increase in their plant, have been able to very much reduce their charges, which now are as follows:

Under 100 K. W., 8c. per K. W.
Over 100 K. W. and under 200 K. W., 7c. per K. W.
Over 200 K. W. and under 300 K. W., 6c. per K. W.
Over 300 K. W. and under 400 K. W., 5c. per K. W.
Over 400 K. W. and under 500 K. W., 4c. per K. W.

Over 500 K. W., 3c. per K. W.
One Kilo Watt (K. W.) equals 1,000 Watts. Minimum rate per month, \$2.00. Special rates on elevators.

Power to be charged as measured by a meter to be furnished and installed by the company, said meter to be and remain the property of the company, and a rental for same of 25 cents a month to be paid by the consumer.

Although the company are making the foregoing extensions in their water power plant they are by no means forgetting their reserve steam plant, and are now installing an extra engine in the Victoria

will be the entire relaying of the present track with much heavier rails and a substantial road-bed. In fact the rails for a part of the work and for double tracking from Oswego street in James Bay to Fisguard street near the city hall, are now in Victoria, and the track construction work will commence immediately.

With the approach of winter and the long dark evenings it naturally occurs to every careful householder "How am I going to light my house with the greatest amount of comfort for the smallest expenditure?"

Many people are still under the impression that electric light is a luxury and only for the well-to-do. Not at all, the light is within the reach of everybody as the rates have been greatly reduced while the discounts have been doubled. No one who has received electric light will ever go back to the use of coal oil, and many consumers have voluntarily borne witness that the convenience and comfort is so great they would not now give up the light if the rates were twice as high.

And now for a few reasons why the electric light should be preferred.

It is the safest. No danger of fire through lamps upsetting. No lamps exploding. No matches required.

It is the healthiest. No smell, no fumes, no smoke, no dirt.

It is the most convenient. No lamps to be cleaned and trimmed. Nothing affects the steadiness of the light. In the sick room it is invaluable as it does away with the necessity of burning a lamp all night, because it can be turned on and off instantly as required.

It is the cheapest. Because there is no renewing of lamps, chimneys and wicks. No ceilings to be cleaned. And because the company supplies the first installation of lamps, and renews all burnt-out

pays half the expense of wiring and the landlord the other half, it is cheaper than buying or replacing coal oil lamps.

The lighting rates are 20c. per 1,000 watts, 25c. per month meter rent, with 20 per cent, 30 per cent, and 40 per cent discount on all bills paid before the 15th of the following month. To be concise, you can light your house as cheaply with electricity as you can do it with coal oil, provided the same amount of care is exercised.

The head office of the company is situated at Nos. 1 and 2 Great Winchester street, London, England, and the provincial officers of the company are: J. Bunting, general manager and comptroller; A. T. Goward, local manager; R. H. Sperling, superintendent of traffic.

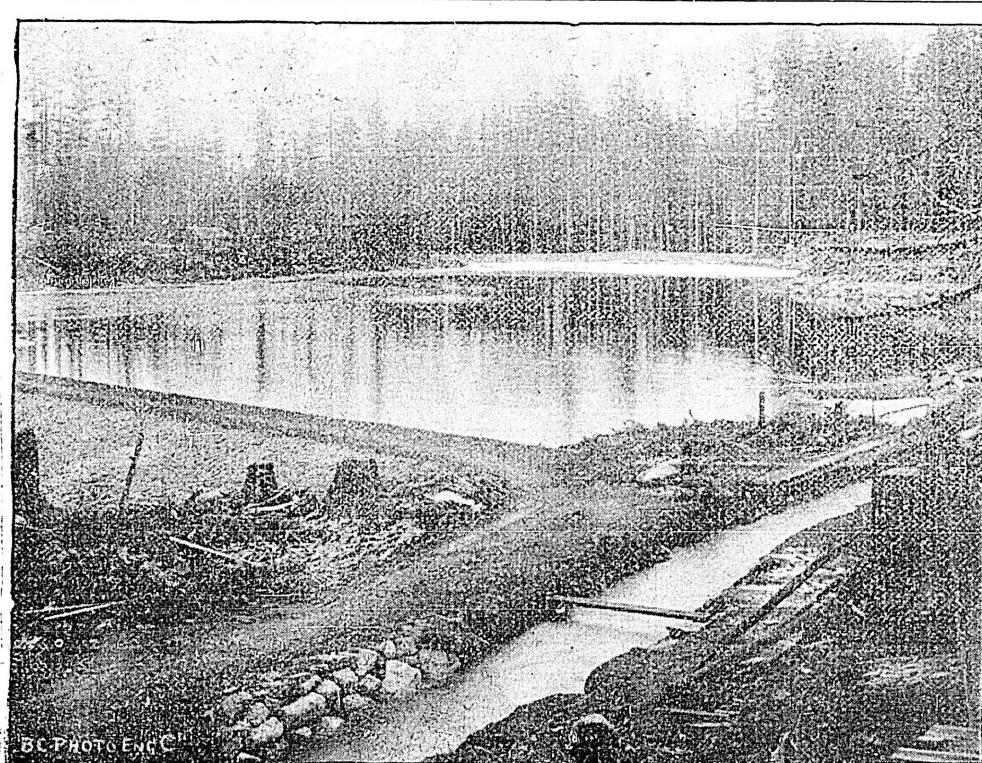
"Well, good by, Mr. Green. It was nice of you to come. It does rather such a lot of good to have some one to talk to."

"I was delighted to come, Miss Brown, but I'm afraid I'm not much of a conversationalist."

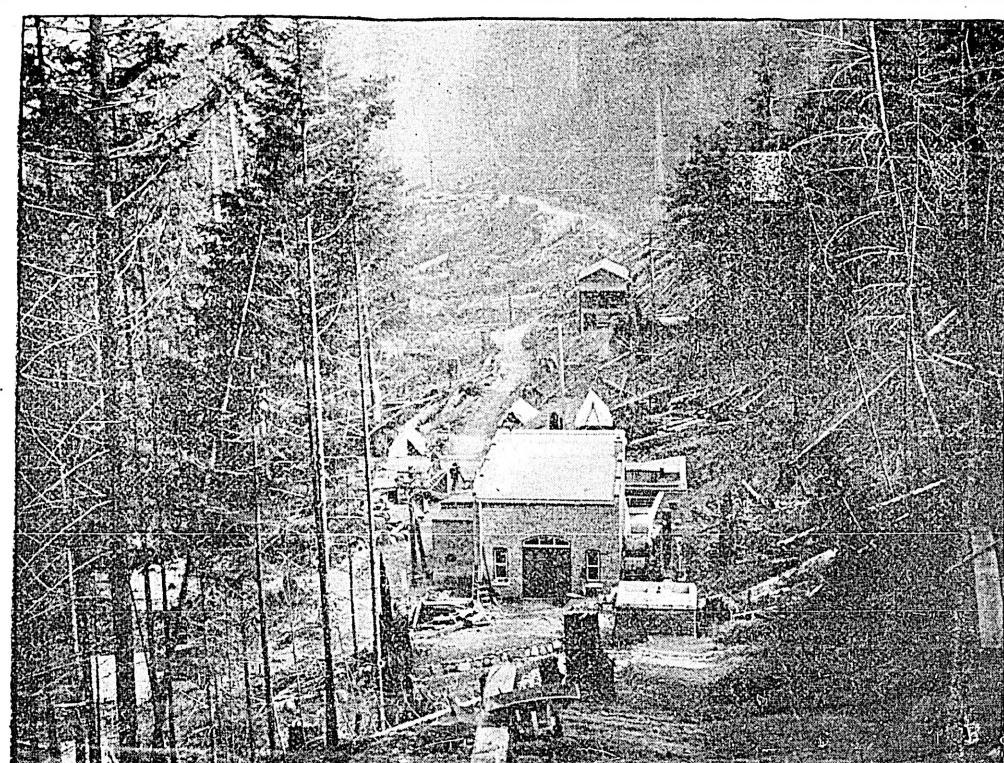
"My dear Mr. Green, don't let that trouble you. Father's ideal listener is an absolute idiot, with no conversation whatever, and I know his enjoyed himself tremendously to-night!"—Punch.

"Doctor," said the patient thoughtfully, "instead of relying upon an electric battery to give me occasional shocks, why couldn't I go into politics?"

"Oh, you mustn't have such violent shocks," answered the cautious physician.—Chicago Post.



RESERVOIR, GOLDS STREAM WATER WORKS.



POWER HOUSE, GOLDS STREAM.

how many citizens fully appreciate what they can enjoy for their nickel. A ride all the way from Oak Bay across the peninsula to Victoria harbor and away down to the farthest Western limits of the city on the Esquimalt road, for the one fare, is a concession to the

delights of Beacon Hill Park and the more practical, if less poetical, outer wharf landscape. Victoria owes much to nature and a great deal to the Street Car Company for putting her beauty spots in easy reach of all.

The National Electric Tramway, the

above will give a good idea of the steady growth and improvement of the city street railway. And as is well known the extension to the outer wharf is all but agreed upon. While this will be a great boon to the travelling public, and will be gladly welcomed by all citi-

power house so that it will be impossible to even a temporary breakdown occur in the water power plant that the public will suffer any inconvenience.

One of the first amongst the contemplated improvements which will be undertaken by the company in the near future

lamps free of charge.

The question of installation is one that stands in the way of many or those living in rented houses. The cost of wiring a house with cords complete is not more than \$2.00 per room, therefore, if a person renting, say, a six-roomed cottage,

"Who is your favorite author?" asked the fluffy summer girl.
"Confucius," answered the distinguished Chinaman. "All our people read him."
"Confucius?" she repeated. "Why—what magazine does he write for?"—Washington Star.

White Pass & Yukon Railway

(Continued from First Page.)

far east in the Rocky Mountains, its waters interlock with those of the MacKenzie. It is a navigable river, having numerous branches, some of them navigable. Still further down the Yukon we have on the westerly side the White river, draining the great copper country lying between the Yukon and the 141st meridian. A short distance further down we have the Stewart river, one of the greatest of the northern water ways, navigable by light draft steamers for 200 miles. In Alaska the Yukon receives the waters of the Porcupine, the Tanana and the Koyukuk, all navigable to some extent. It is not easy to make an approximation of the navigable waters in the Yukon Valley, but they cannot be less than 3,500 miles.

That is, we find that the White Pass & Yukon railway furnishes a connecting link between ocean navigation from a port accessible at all seasons of the year—never blocked in any way by ice, and perfectly safe and easy of approach—and the great river system of the Yukon, which penetrates what is unquestionably one of the greatest metalliferous districts in the world.

A GREAT SCENIC ROUTE

As a scenic route for travel, the White Pass & Yukon railway furnishes a most attractive field for tourists. There is not a mile of the whole journey from Victoria to White Horse a distance of 1,038 miles, that is not replete with interest to the sight seer. So much has been said of the sail up the coast that it is unnecessary to particularize in regard to it, but the following extract from a published letter by Miss N. de Bertrand Lugrin will give some idea of the delights of a summer voyage through the delightful northern seas:

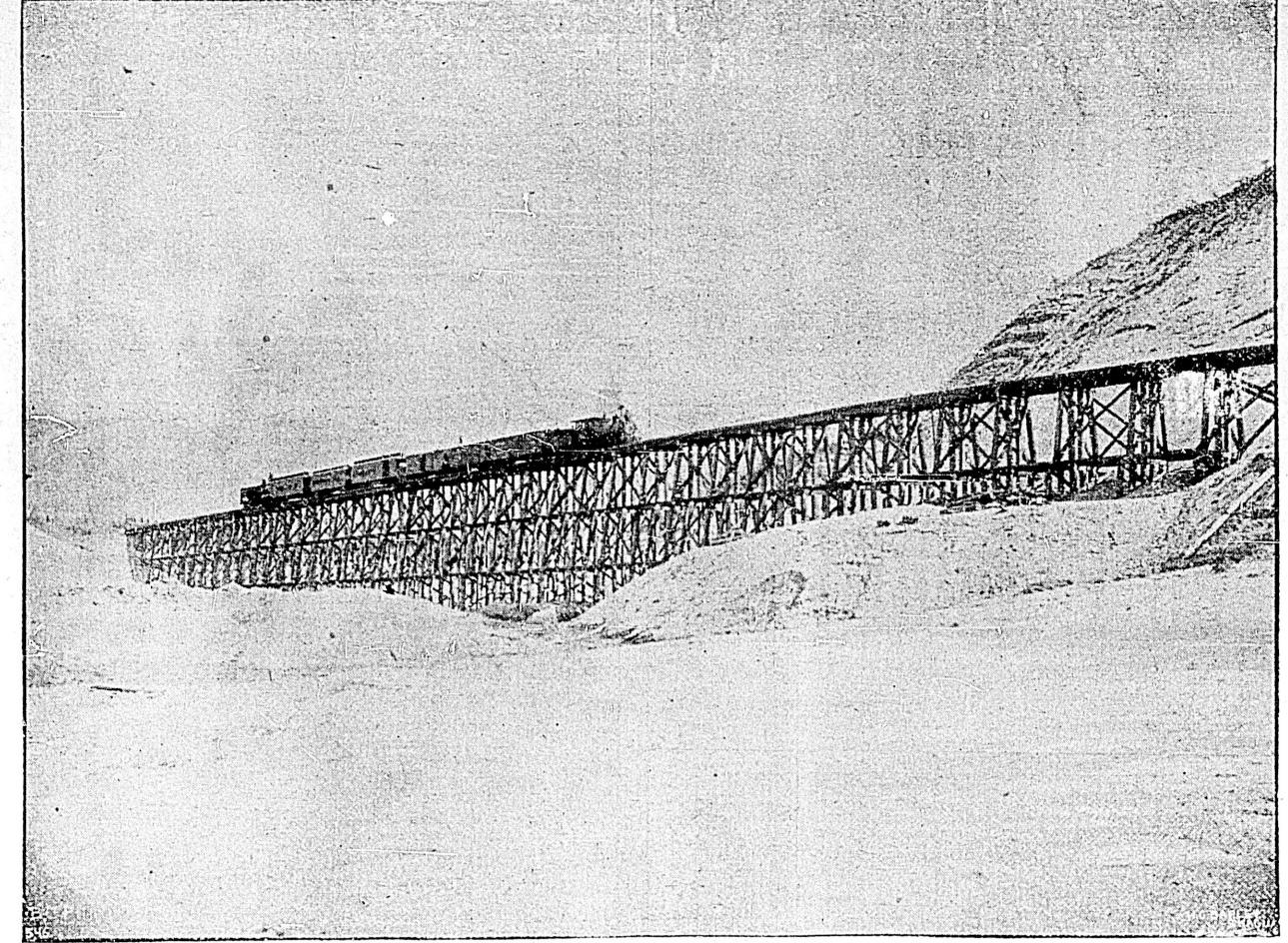
"Oh! the matchless beauty of those evenings, when the sunsets would dazzle us with their splendor, and then fading give way to shadowy twilight, which fading in its turn would give place to night with the moon shedding such unutterably lovely radiance, that one felt drawn out of one's self, forgetting everything but the intense and solemn beauty! And it is almost an untouched country; perhaps something of holiness is with it still, for we could not speak when looking at it—secrely seemed to breathe or think. The steamer cutting through the dark water made scarcely a sound, and there was not a breath of wind. Now and then a towering peak of mountain would shut the moon's face away, and presently, making a turn, we would see her again, coming from behind another top, whose edges she had first silvered, coming out in her full white beauty. But one cannot describe it. By and bye, perhaps, man will discover thoughts can be expressed. Words were only a little relief, when crawling into our berths towards morning we would recall it all and thank God for the joy of living."

Travellers who have seen the rugged shores of Norway and the marvellous beauty of the Isles of Greece say that the scene along the northwest coast from Victoria to Skagway is grander and more beautiful than either.

Of the scenery along the railway itself, it is impossible to do more than give the merest outline. Illustrations may afford some idea of its grandeur and beauty, but even these fail to convey an adequate idea of what it means to be closely in touch with the mightiest form of nature's manifestations. On most mountain railways, the great peaks and precipices are seen at a distance, but the traveller over the road from Skagway to the summit is impressed first by the nearness of these features of the landscape. Yet there are wonderful vistas of valley and mountain peak. One of the finest of these views is that presented from the car windows a few miles out of Skagway, where the traveller sees behind him the mighty ravine of the Skagway river, the busy seaport at its mouth, the land-locked waterway of Lynn Canal and to the west a majestic range of snow-clad mountains. There is perhaps no scene in America grander than this, unless it be that which is afforded by the view from the Summit, where for miles a succession of snow-capped mountains can be seen, and between them deep blue lakes, whose bosoms catch the reflections of the white summits. Among the views en route there are few that can surpass that from the railway, looking up the last fork of the Skagway. Here a grand succession of towering peaks, snow-clad for a long distance down from their summits, is presented. Bennett is in point of surroundings one of the finest spots in the whole northern country, the lofty mountains and the long narrow lake combining to produce a landscape of singular beauty and grandeur. A succession of charming scenes is disclosed from the car windows, as the train makes its way along the shore of the lake, new vistas of towering peaks and new aspects of the mountains lending a delight that never palls upon the eye. From Cariboo to White Horse the railway runs between terraced mountain ranges, and in the opinion of many the quieter and more restful character of the scenery here is a relief from the rugged forms, in which Nature presents herself on the other portion of the journey. The one is really the compliment of the other, and when the traveller leaves the train at White Horse, where the broad smooth surface of the Yukon shows that his land journey is at an end, he has a feeling that there has been a completeness about the scenic panorama from Skagway that leaves nothing to be desired. References to the scenery on the side-trips from the main route of travel will have to be deferred until a later issue, but mention may be made of Atlin, where the combination of mountain and lake makes up a series of pictures of such loveliness and magnificence combined, that travellers, who have thought themselves satiated with sight-seeing, declare there is nothing to equal it to be found anywhere in the world. It may be asserted with confidence that there is not within the range of travel anything to excell in point of scenic attractiveness with the region from Victoria to the Yukon, reached by the White Pass & Yukon railway and its steamboat connections.

The White Pass & Yukon Railway Co. have an arrangement with the Canadian Development Co., Limited, under which the steamers of the latter company on the Yukon waters are operated direct as a part of the railway system. These with steamers on the Atlin run will give the company unbroken connection to all Yukon points. Following is a list of the steamers of the Canadian Development Co. and their capacity:

Canadian, capacity 180 tons freight, 175 passengers.
Columbian, capacity 180 tons freight, 175 passengers.
Alaska, capacity 180 tons freight, 175 passengers.
Yukon, capacity 200 tons freight, 175 passengers.
Sybil, capacity 180 tons freight, 175 passengers.
Bailey, capacity 75 tons freight, 100 passengers.
Zelandian, capacity 75 tons freight, 150 passengers.
Australian, capacity 75 tons freight, 150 passengers.
Closette, capacity 75 tons freight, 50 passengers.



LEWIS LAKE TRELLSE.

Personal and Interesting

P. E. I. Magazine Writer's Sketch of the Late Henry Lawson.

Mr. J. A. Ruddick's New Position--A Celebrated Can- adian Sculptor.

In the Prince Edward Island magazine for July "Newspaper Life and Newspaper Men" are discussed by Mr. J. H. Fletcher. He deals with the newspaper men of the Island province and he pays a high tribute to the late Henry Lawson, who as editor of the Colonist made his mark in British Columbia journalism as well as in the Eastern press. The article states:

Henry Lawson, now deceased, was a well known newspaper writer in my day, and when I left the island was editor of the Patriot. When the Argus first started he was editor of the Summerside Progress. While on the island, Mr. Lawson always belonged to the Liberal, or Grit party, but when he removed to Canada he became a pronounced Conservative. When I knew him most intimately he was a devoted follower of Hon. David Laird. Mr. Lawson was a very poor public speaker, but he was a very smooth and versatile writer. For several years we published papers side by side. Sometimes we saw eye to eye, and sometimes we did not. When we did we were as sociable as lovers; when we didn't we

and a despot, even if he shouts "hal-ju-jah" till he shakes the everlasting hills.

Mr. Lawson was a man of great intelligence. He prized a good book above rubies and riches. His style of writing was elaborate and graceful, rare and smooth, but neither particularly vigorous nor original. But he was unquestionably one of the most prolific editorial writers in the Maritime Provinces. Mr. Lawson's make-up was intellectual rather than spiritual. He possessed an extraordinary capacity for literary drudgery, and was never happier than when poring over a bundle of exchanges. Of him it can truthfully be said: "He lived to bless and benefit his race, and he died leaving the world better than he found it."

Mr. J. A. Ruddick, who visited British Columbia with the first travelling dairy sent to this province by the Dominion Government some years ago and who afterwards was shown by New Zealand as dairy commissioners, has recently been returned to Canada. He has many friends in Victoria and throughout the province who will be glad to hear of his appointment as official dairy referee in Montreal. The Montreal Witness has this to say about him:

Mr. J. A. Ruddick, who has been appointed to the position of official dairy referee for Montreal, arrived in the city yesterday and was seen by a Witness representative at his office in the custom house this morning.

Mr. Ruddick's appointment was considered at a recent meeting of the butter and cheese trade at which Professor Robertson was present, and was favored by shippers generally. In case of a dispute between a buyer and seller as to the quality of shipments Mr. Ruddick's services will be at the disposal of either party as a referee, and it is expected that it will be a great convenience to the trade. Mr. Ruddick is a man of wide experience and he commands the confidence of both the producers and the shippers.

This, however, will be but a small part of Mr. Ruddick's duties. He will have

former students of McGill University who will regret to hear of the death of Mrs. William Craigie Baynes, who died last week at Montreal. She was the widow of the former Bursar of McGill and was very highly thought of by the students and by the people of Montreal. Mrs. Baynes was born in Bath, England, in 1812, and came to Canada about fifty-two years ago.

Mrs. Baynes has held a prominent place in Montreal society ever since coming here. She was a constant and unassuming Christian worker and did much to encourage music. She was a talented musician herself, playing and singing beautifully, and a skillful composer.

WATER AS FUEL.

An Invention Which Means a Great Saving in Coal.

From Montreal Witness.

Mr. Allen G. Ingalls is an inventor, and like all inventors, is nothing if not enthusiastic. It takes enthusiasm to conquer the difficulties which all inventors meet with. He says: "I went to see a man, who asked the question: 'Have you found perpetual motion?' 'No,' I answered, 'Do you write poetry?' 'No.' 'Well,' he says, "a man that hasn't found perpetual motion and doesn't write poetry, and talks as you do, is either a marvel or a liar." "I'm neither. That man's a chump."

Mr. Ingalls has been working for about twenty years, or even since he graduated from McGill University, on his theory that water can be used to increase the heat of fires, and has perfected an apparatus which sprays a thin stream of water over the surface of a coal fire, and so effects an immense saving in coal. On March 1 of this year, Mr. Ingalls installed his apparatus on an ordinary coal stove, and hung up thermometer about two feet above and one foot to the side of the stove. With an ordinary fire the stove burned five scuttlefuls of coal daily, and the thermometer rarely recorded more than 75 degrees, while other parts of the shop were cold. With the new apparatus the thermometer recorded as much as 180 degrees, while only two scuttlefuls of coal were used per day, with one hundred and twenty pounds of water. Mr. Ingalls is now at work applying his invention to gas flames. He is especially fortunate in combining the professions of inventor and patent solicitor, so that he can fully protect himself against those who, having no ideas of their own, try to steal the ideas of other people.

Mr. Ingalls has a large number of letters which fully prove all his assertions among others the following from Prof. Donald, of Bishop's College, the well known analyst:

"112 St. Francois Xavier street,
March 27, 1900.

"Dear Sir,—I saw an apparatus 'kinetic heat' in operation at 22 Latour street on Thursday last. This apparatus was steadily spraying water upon a hot coal fire. This water does not extinguish the fire, but is decomposed in its elements (hydrogen and oxygen) and the hydrogen burns. The apparatus is automatic, the motive power being ascending hot air. It is very simple, and can be easily applied to any ordinary heating plant, and there is nothing about it to wear out."

"Yours truly,

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"Stone seems to be a confirmed old bachelor."

"Yes, very; when we begin to eat corn off the cob our landlady gets up from the table and starts a music box playing."—Chicago Record.

THE CANADIAN

TIMBER EXHIBIT

In Forestry Dominion Leads the World at the Paris Show.

The Canadian Forestry exhibit at the Paris exhibition is made up of very complete representation of the products of the Canadian forests. It forms a part of the British section in the "Palais des Forêts," and as a collective exhibit greatly excels that of any other country, both as regards the variety of material shown and the preparation and arrangement of the specimens. The space allotted to Canada in the Forestry building was not large—about 1,000 square feet—and it could not be divided in any way that would allow each province to make a separate exhibit as was done at Chicago.

Mr. Hebert ranks high among artists and he has won a number of prizes both here and in France. Among these may be mentioned the Confederation medal awarded in 1889 by the Dominion government. He is a member of the Royal Canadian Academy of Arts of Canada. Hebert is a self-made man. Born in 1850, in Megantic country, he learnt what ever he could pick up at the village school, and at fourteen was a clerk in a country store. In 1871 he went to Massachusetts to learn English. He always had a taste for wood carving and in 1873, he came to Montreal and obtained his first prize for a small bust of Bergeron in wood. Then he entered the studio of Mr. Nap. Bourassa, with whom he remained five years and then proceeded to Paris where he studied for five years and brought forth his first statue—that of the hero of Clacton.

For the last two years, Mr. Hebert and his family have been residing in Paris, he has made the statue of the Queen and that of Alexander Mackenzie. He now goes to Paris commissioned to prepare the monument of Mgr. Bourget, second Bishop of Montreal, to honor the prelate who conceived the idea of erecting St. James cathedral.

A sketch is also given of the modellion of Sir John Thompson, which Mr. Hebert has prepared for Lady Thompson. In a few months Mr. Hebert will send a complete model of the monument to the Archbishop. The total cost of the monument will be \$25,000.

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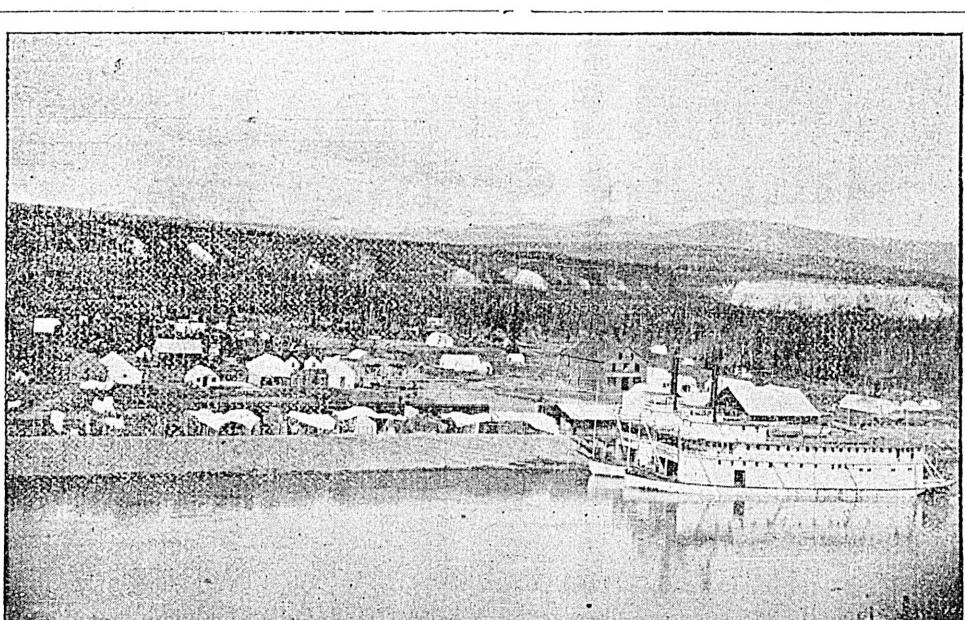
A SOCIAL HOLD UP.

"Maud Murcher gives a progressive-conversation-veranda party to-morrow."

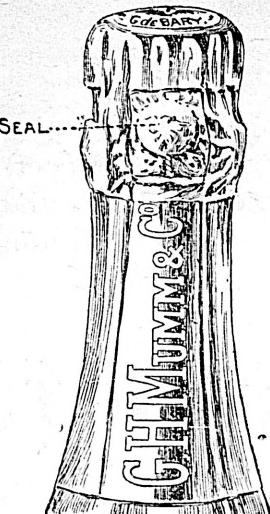
"Yes; the idea of making people work for their ice-cream in that fashion this hot weather."—Indianapolis Journal.

"Is your new boarding place aristocratic?"

"Yes, very; when we begin to eat corn off the cob our landlady gets up from the table and starts a music box playing."—Chicago Record.



STEAMBOAT LANDING, WHITE HORSE



SEAL
IMPORTS OF
Champagne

INTO THE UNITED STATES.
By the Sole Agents of the various brands
From January 1st to July 1st, 1900.

CASES

G. H. Mumm & Co.'s Extra Dry		66,149
Moët & Chandon	.....	18,413
Pommery & Greno	.....	12,283
Heldslech & Co.	.....	6,000
Ruinart, Père et Fils	.....	4,805
Louis Roederer	.....	4,418
Vve Clicquot	.....	4,305
Piper Heldslech	.....	4,088
Perrier-Jouet	.....	2,115
Delbeck & Co.	.....	1,053
A. DeMontebello & Co.	.....	1,035
Ernest Irroy & Co.	.....	896
Bouche, Fils & Co.	.....	880
St. Marceaux	.....	723
Ayala & Co.	.....	540
Various Other Brands	.....	7,672
Total,	.....	135,181

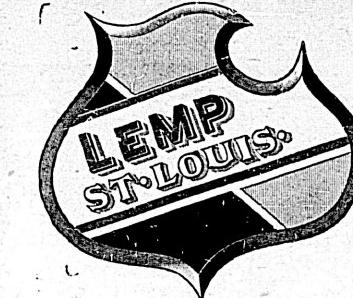
Compiled from Custom House Records

G. H. MUMM'S Extra Dry Champagne

Still The Leader!

Note the importations by the Sole Agents of the various brands from January 1st to July 1st, 1900, compiled from Customs House records by S. Y. Allaire & Son. See that you get the MUMM'S with the Rose Color Metal Cap as shown in cut, this is the only genuine.

Imported only by us.



LEMP'S BEER

The Lemp's Extra Pale St. Louis Beer is without doubt the very

FINEST BEER

to be obtained. It is pure, light and refreshing. Our sales for this beer have far exceeded our expectations, and demand is growing constantly. No first-class hotel, restaurant or bar is complete without Lemp's. It is the only bottled beer that does not get "flat" if left open over night; it is just as good the next day, hence no loss to the dealer or consumer. The price of the Extra Pale may be a trifle more than other beers—perhaps about $\frac{1}{2}$ -cent per bottle—but it is worth it and more, too. This beer is always the same—never changes in quality, as many other beers do. If your grocer does not keep it, come to us. We will take pleasure in directing you to where it can be obtained, if you desire it in small quantities. Take no other than Lemp's. You may be told that some other brand is just as good,

"BUT THAT IS ANOTHER STORY"
The accompanying cut shows the label; also a bottle of the Extra Pale.

KILMARNOCK SCOTCH

The demand for this excellent brand of Scotch Whisky is increasing. To be obtained at all first-class Hotels, Clubs and Refreshment places in B.C. Those who are judges of whisky pronounce the "KILMARNOCK" the best to be had.

CIGARS...

We are direct importers of the leading brands of

HAVANA CIGARS.

Large stock always. We also carry an immense stock of Domestic cigars of good quality. The celebrated IRVING is the leader, and for a choice cigar the Irving is hard to beat.

PITHER & LEISER,

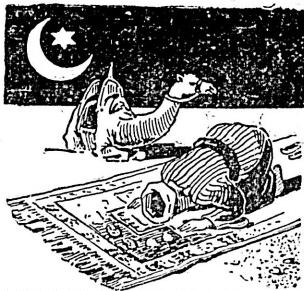
Importers and Wholesale Merchants,

VICTORIA, B.C.

WEILER BROS.,

Government Street,
Cor. Broughton.

→ Oriental Rug Department ←



Turkish and Persian Rugs,
Carpets, Palace Strips, Portiers,
Harem Embroideries, Etc.



GRAND EXHIBITION FOR A FEW DAYS ONLY.

MR. L. BABAYAN, of Constantinople, has brought to this city a LARGE AND SUPERB COLLECTION of the above goods, which will be displayed for a few days in our Carpet Showroom, on Second Floor.

The assortment comprises almost every known weave, among which is a very RICH SILK PERSIAN THRONE RUG, valued at \$600.00.

We extend a cordial invitation to all to see these rare and handsome goods, and Mr. Babyan will be on hand to explain their manufacture and characteristics.

WEILER BROS., Cor. Government and Broughton Streets.

THE TOWNSITE OF PRINCETON

LOTS FOR SALE

BEAUTIFULLY SITUATED at the Forks of the Similkameen and Tulameen Rivers. The business centre for the following mining camps: Copper Mt., Kennedy Mt., Friday, Boulder, Granite and 20-Mile Creeks, Summit, Roche River, Upper Tulameen and Aspen Grove. Enormous Agricultural area to draw from. SPLENDID CLIMATE. PURE WATER. Valuable Coal Deposits within 100 yards of townsite. Proposed Site of Railway Depot. Government Headquarters for Similkameen District.

Present Prices of Lots from \$2 to \$10 per front foot

SIZE OF LOTS 50 x 100 FEET AND 33 x 100 FEET

Send For Map to

W. J. WATERMAN, Resident Manager V. F. M. & D. Co.

Progress of B. C. Mines

Report on What Is Doing on Vancouver Island and Texada.

A Favorable View of the Future of the Mineral Industry.

The following appears in the Engineering and Mining Journal. It is from the pen of Mr. W. M. Brewer, the travelling correspondent of the paper:

Although the climatic conditions are such on these islands that underground mining can be carried on during the entire year, yet surface work and prospecting are seriously interfered with during the rainy seasons in the winter months; consequently the seasons are to a great extent similar to those in less favored districts. The seasons for prospecting work may be said to commence about May 1st, although sometimes the weather is sufficiently favorable for such work to be performed on the lowlands earlier in the year. This year the season opened earlier than usual; in fact, there has been comparatively no hindrance to prospecting to an altitude of at least 2,000 feet, on either of these islands during the entire winter, because the snowfall was unusually light.

From observations of the writer, during recent trips made both on Vancouver and Texada islands, he is of opinion that there will be great activity in pushing development work on mineralized claims, on which but little work had been done in the past. There appears to be a desire among the prospectors to perform necessary work on these claims, rather than to allow old records to expire and take advantage of re-staking.

Because of the very satisfactory results which have attended the development of the Nahmim Company's property on the Alberni canal, a description of which was published in the Engineering and Mining Journal, a large number of claims in that vicinity are now being exploited on which, heretofore, but little work has been performed.

About four miles below Hayes Landing on the Alberni canal, the Monitor Mining Company, a New Jersey organization of which Mr. George W. Maynard is the president and consulting engineer, is employing a force of miners on one of the claims of the group, owned by that company. The company is also constructing a wharf and suitable buildings for a camp, and proposes (if the development work on the mine proves satisfactory), to erect an aerial tramway and bunkers. The surface showing on this company's property is remarkable chiefly because of the high grade and massiveness of the chalcopyrite from grass roots down. Aside from the small proportion of magnetic iron ore, which is associated with the chalcopyrite, there apparently are no gangue material, such as calcite, quartz, garnet or hornblende in the ore body.

A casual examination of the outcrop would lead one to form the opinion that the structure of this ore body were that of a well-defined fissure in an igneous dike. The first development work performed showed two well-defined walls, with about 8 feet of massive chalcopyrite, and a drift run on the enclosed therein, but a drift run on the ore body demonstrated that at about 40 feet from its mouth, a body of limestone apparently filled the fissure. A winze was then sunk from the floor of the drift, which in its turn demonstrated that the ore body dipped under the limestone. At the time of the writer's last visit to this property in May, this winze had not been sunk deep enough to warrant the expression of any opinion as to the future possibilities. During the progress of drifting, about 250 tons of good grade chalcopyrite were taken out and a thickness of 5 feet solid ore was exposed.

The structural geology of the Monitor Company's group of claims is complicated and an interesting study. On the surface there is a well-defined fault-plane, apparently coinciding with the hanging wall, which as exposed in the drift and the ore capping which forms the outercrop cannot be traced along the line of strike of the fissure for any great distance, yet there is evidence that this fissure does extend for several hundred feet with an easterly trend. However, to demonstrate that this is a fact, it would be necessary to perform a large amount of surface work, because a quantity of moss and fallen timber and a heavy growth of underbrush entirely cover the surface. At several points, though well-defined walls are exposed where material between them has been carried away with erosion, the force of which appears to have been quite as great here as in many other portions of the island.

A peculiar geological condition has been exposed by the underground work-

ing of this prospect; while the roof of the drift at the point where the ore body dips is solid limestone, yet the surface of the mountain above this drift is igneous rock. It would appear as though the limestone was held between the walls of the fissure on either side with ore dipping under it, and is covered with several feet of igneous rock which has apparently flowed over it.

Assessment work is being performed on a large number of claims located along the shores of the canal, as well as in the neighborhood of Sung basin, Uchuckfeet harbor and Anderson lake, which lie northerly and westerly from the Monitor Mining Company's camp.

The satisfactory conditions which existed on Texada island, when the writer visited that section in February last, still continue. At the Copper Queen mine, the main shaft has been sunk to the 500-foot level, a station cut and drifting has been commenced with expectation of exposing the same high-grade ore body on that level as was exposed on the 400-foot level. A winze sunk from the 400-foot level a depth of 50 feet demonstrated that this body of chalcopyrite maintains its continuity beyond that depth.

The management of the Marble Bay mine, adjoining the Van Andra Company's group, having concluded to stop the ore between the 50-foot level and 150-foot level, is shipping to the Van Andra smelter. The ore body in this mine occurs near the contact between limestone and felsite, but through the felsite, rather than occupying cavities in the limestone; consequently all the material hoisted to be carefully sorted, and at the time of the writer's visit the result from this sorting was about one-third shipping ore, one-third second grade ore and the balance waste.

On Texada island there have apparently been several movements of earth-crust which have caused the excessive faulting. This structured condition can be well studied in the underground workings of the Marble bay. Beside the line of contact between the felsite and limestone we find narrow dikes of diorite as intrusions extending sometimes across the line of strike between the felsite and limestone and sometimes occurring as intrusions in the limestone.

It is the purpose of the management of the Marble Bay Company to continue the main shaft to a further depth of 200 feet. The high-grade ore body found on the 400-foot level of the Copper Queen mine does not outcrop on the surface, but has its apex between the 300-foot and 400-foot levels.

During the last visit made by the writer to Texada island, he continued his investigations to the extreme north end, or about 5 miles northwesterly from Marble or Sturt bay. Following the coast line one finds that for nearly 3 miles above Marble bay the formation, as far as can be determined from the coast, is solid limestone, but from that point to the northern extremity of the island there occur several extensive dikes of felsite and diorite as intrusions in the limestone.

A new discovery of copper-bearing ore, known as the Loyal group, is located very near to the point where these intrusive dikes occur. The outcrop which led to this discovery is situated about 500 feet from the shore. It consists of several deposits of copper carbonates scattered through a zone of some 40 feet or 50 feet thick of limestone, near to the line of contact between that rock and igneous. Surface stripping has demonstrated that this outcrop can be traced for several hundred feet. Owners of this prospect, at the time of the writer's visit were preparing to crosscut the zone with an open cut, the face of which would be about 40 feet at the deepest point. A tramroad, wharf and ore bins were also being constructed, it being the purpose of the management to commence shipping this ore to the Van Andra smelter at once.

Quite a large quantity of ore, which the writer was reliably informed, carrying an average of 10 to 12 per cent, copper, had already accumulated on the dumps, as a result of the surface prospecting work.

From the Loyal group to the extreme north end of the island at Blubber bay, is nearly a distance of about 2 miles. The predominating rock between these points is limestone, with an occasional intrusive dike.

At Blubber bay is located a prospect which is being developed by the McKenzie-Mann-Holt syndicate. The development work is being pushed on this property, and already a considerable quantity of ore is on the dump. Some hand-some specimens of azurite have been found in the underground workings; galena was also discovered associated with the copper ore. Owing to the depth of sand in the vicinity of this prospect, the outcrops are not as easily traced as on the Loyal group where no sand occurs, consequently the work of prospecting is attended with greater difficulty.

On the northwestern side of Blubber bay, old lime kilns are located which were in active operation some time since; but at the present time, the limestone from the quarry which supplied these kilns is being used in the preparation of portland cement manufactured near Vancouver. Limekilns and a new Persian rug to put in the front of my dressing table. What are you going to do for me, Tootsey?"

"I've been thinking, Jane, and have made up my mind to get you a new shaving brush."

"Hubby, dear, I can't wait to tell what I'm going to buy you!"

"Darling wife, what is it?"

"Well, I'm going to get a silver card tray, a bronze Hercules for the mantelpiece, and a new Persian rug to put in

the front of my dressing table. What are you going to do for me, Tootsey?"

"I've been thinking, Jane, and have

been exposed by the underground work-

ABOARD A CHOLERA SHIP

A Tale of Plague, Mutiny and Heroism on the High Seas.

From Chambers' Journal.

Now came a most trying time. Not a breath of wind ruffled the surface of the water; the ship rolled gently on the oily swell, with all her sails—even to the royals—set, to catch the slightest stir.

The death continued with alarming ra-

geous course and ranged up to within speaking distance.

"Steamer ahoy!" shouted our skipper through his trumpet. "What steamer's that?"

"West Indian," bellowed a voice from the other's bridge; "Jeddah to Bombay. What ship's that?"

"Zenobia; Annesley Bay to Bombay."

"What's the matter?"

"Cholera. Will you tow us through the Straits?"

"Sorry we can't. Port engine broken down; much as we can do to get along ourselves. Can we help you otherwise? Have you a doctor?"

"Yes."

"Want medicines?"

"No thanks; have lots. Good-bye."

"Good-bye!"

In another minute she put up her helm and resumed her course.

"There's no 'elp for it but to wait for

garnet to be picked up by some darned salvager."

"Well, all I have to say is," replied the captain, leaning over the rail and speaking impressively, "that the first as touching life or tackle I'll put myself through 'im as sure as God made little apples."

"I guess more nor one can play that game!" exclaimed Lampsey, shaking his fist at the captain. "Come on mates!" He added to his fellows, and the whole crowd made off to the forecastle. A storm was brewing, and we unanimously ranged ourselves on the side of law and order. I and the other passengers fished out our revolvers, loaded them, and struck them in our belts; the skipper similarly armed himself and the officers, and several of us descending the pock ladder cast loose the two small brass guns which the ship carried, and trundled them into the ready. Rob, Corsy, the steward and the lad Ross all came aft, while the

a squall fast bearing down on his ship—a full rigged ship, fitted with the more cumbersome and old-fashioned tackle of that day—carrying quite five hundred souls all told, allowing for the deaths, and a valuable government cargo. I know not what he contemplated, I say; but at that moment an unwonted commotion was observed among the hitherto quiescent Punjabis. They, too, had noticed the change in the sky's aspect, and the short alteration between poop and forecastle, had seen the threatening gestures of the disputants, and, without understanding what was being said, guessed its purport. Then scores of them, suddenly shaking off their lethargy, and ignorant of mere etiquette, swarmed up on the poop ladders and asked what the mutiny was. What a breath coming at last? If so, why did not the sailors do what had been ordered? They knew enough to tell them that the canvas ought to be taken in. Devine and I, who were the only men on board conversant with Punjabi Hindustani, hastily explained the situation, the advancing storm, the consequent danger to the ship, clothed as she was to the mastheads, and the refusal of the crew to do their duty.

The Mohammedan mule drivers at once realized the situation. "We will make them!" they shouted, their blood now thoroughly up. "God has sent the wind to drive away the cholera, and shall we go to another death because your men are untrue to their salt? No, we will aid you. You are our protectors! After Allah, we look to you, and will stand by you! On, then, in the name of God! We will force these sons of defiled mothers to do their duty!"

Before we could stay them, some two hundred Punjabis rushed along the main deck and mounted the forecastle. The crew was ready to receive them. There ensued a fierce fight; knives were freely used against the now infuriated natives who were, however, entirely unarmed, their cutlasses being in cases below decks. Shrieks and groans assailed our ears, and we were about charging forward, revolvers in hand, to quell the disturbance, when, numbers having gained the day, we saw the sailors driven along with kicks and cuffs by the victorious Punjabis! we saw them ascend the ladders followed by the swarms of mule drivers, who threatened by gestures to throw them into the sea if they did not immediately furl sail. The seamen, not daring to obey, worked in fear of their lives, and in a few minutes the Zenobia lay under bare poles. With a low rumble the squall came on. Sand was in the air; it invaded our eyes, nostrils and mouths; the hurricane struck the ship with terrific force, and swept on, leaving us well nigh on our beam ends, but safe!

The gust proved to be a precursor of a stiff but favorable breeze, sail was speedily made on the ship, and in due course we bowed along toward our destination, thankful for our deliverance from a combination of perils that once seemed to threaten us with annihilation.

Only two deaths occurred after that terrible day. Next morning the crew expressed contrition for their behavior; the Punjabis, now full of renewed spirit, came aft in a body and interceded for their late antagonists; cuts and bruises were forgotten, and both parties shook hands in token of amity and absence of ill-will. The skipper, notwithstanding, accorded his forgiveness, ordered extra grog to be served, and so, without further adventure or misadventure, we arrived safely in Bombay harbor on the twenty-eighth day after weighing anchor off the Abyssinian coast.

"Why does Miss Passee object to bathing?"

"Oh, it is merely a matter of form."

"Joe, how's your flat?"

"It's so crowded that my wife and I have to hold the same opinions on all subjects."—Chicago Star.

"What's it good for?"

"To make money with."

"But what is it expected to cure?"

"Oh, excuse me, I understand you now. To tell you the honest truth, it isn't expected to cure much of anything except poverty."—Washington Star.

"Embarrassed Young Man. Have you—or got any cradles?"

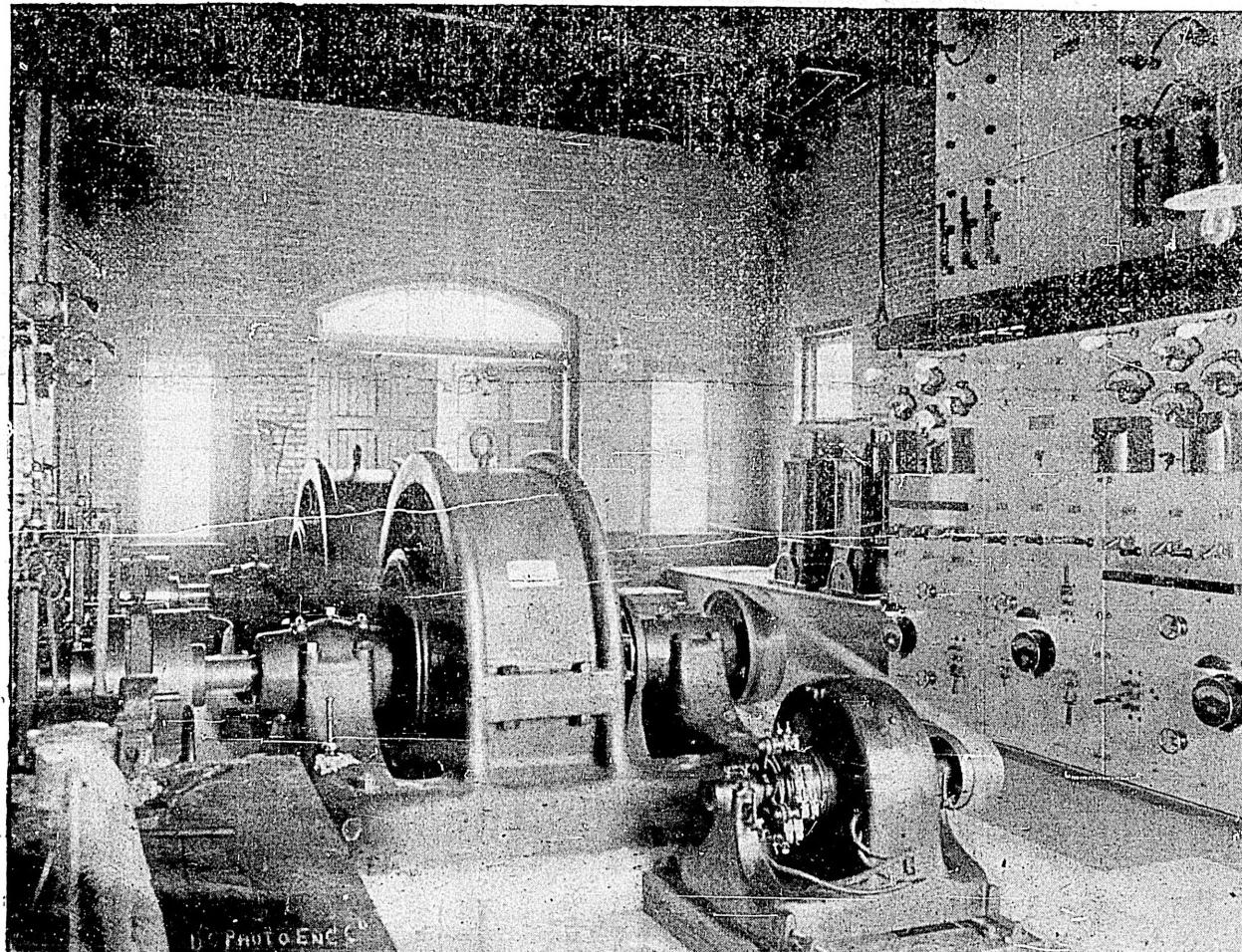
"Young man (becoming still more embarrassed). In cases where—when it wasn't just—just what you expected, you know, and—and you have to buy cradles, you know, it is customary to buy two cradles or—or one cradle big enough for both of them?"

"Two commercial travellers in a railway carriage entered into conversation."

"One of them tried very hard to make the other understand something, but he was either very hard of hearing or slow in believing."

"At last his friend lost his temper and exclaimed, 'Why, don't you see? It's as plain as A B C!'"

"That may be," said the other; "but, you see, I am D E F."



SITCH-BOARDS, POWER HOUSE, GOLDSTREAM.

to get an air shaft. There is a newly discovered body of ore, having a trend almost at right angles to the main body. It has been proved to a depth of 100 feet. An open cut has been run in for 30 feet with ore still in the face. Preparations are being made to stop this from the 100-foot level.

On Cornell there is an ore body in the 100-foot level, and they are drifting and preparing to stop towards the 80-foot level. This body is a continuation of that on the 80-foot level, having been proved by the up-raise between the two levels, which was all in ore.

Doctor. What you need is change and rest.

Patient. I can't afford it. My income's pretty well requisitioned already. My children get all the change, and we're getting by.

Teacher. Now, Tommy, give me a sentence, and then we'll change it to the imperative form."

Tommy. The horse draws the wagon.

Teacher. Now put it in the imperative. Tommy. Gee-up.

Hogan. Do you believe in dreams, Mike?

Dugan. Faith, an' I do! Last night I dreamt I was awake, an' in the morning me dream ken thine.

"Hubby, dear, I can't wait to tell what I'm going to buy you!"

"Darling wife, what is it?"

"Well, I'm going to get a silver card tray, a bronze Hercules for the mantelpiece, and a new Persian rug to put in

the front of my dressing table. What are you going to do for me, Tootsey?"

"I've been thinking, Jane, and have

been exposed by the underground work-

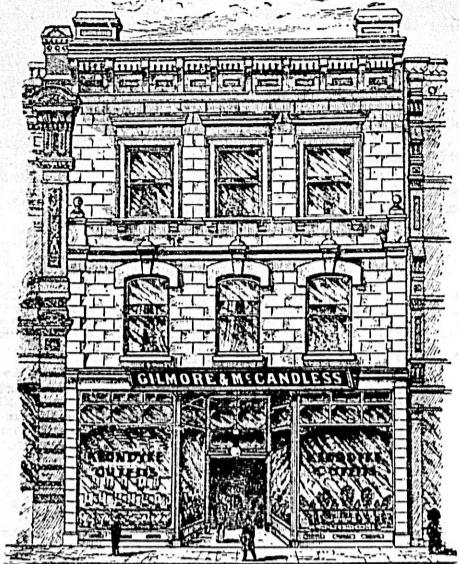
the next," said the skipper.

there was actually nothing wherewith to weight the corpses. The steward, Ross, the Scotch sailor lad, and one or two of our own private native servants—under

the stimulus of reward paid down on the nail so much a head—their mouths and noses muffled in carbolic saturated towels,

and the sharks moreover, did not appear to fancy them,

and being impelled by the same current they kept by the ship's side, bob



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1858**McCANDLESS BROS.,**

Victoria, B. C.

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1858

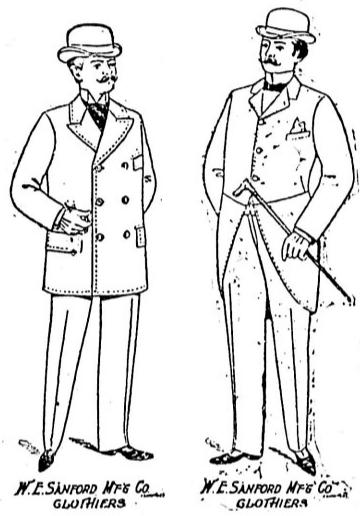
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Owing to the large volume of business done by us we are enabled to buy at Jobber's Prices. The bulk of our goods are bought direct from the manufacturers thus enabling us to sell much cheaper than many other houses in our line.

WE CLAIM TO GIVE SPECIAL VALUES IN MEDIUM AND FINE UNDERWEAR

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**Our Stock of Men's and Boy's Clothing Is Equal
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We Call Special Attention to Our **DAWSON BRANCH** where we carry a Well Selected Stock
of Fine Goods Suitable For the Miners' Trade.

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Better In Your Mouths Than In My Store !!!

**HAVING PURCHASED OVER 600 DOZEN PIPES FROM THE BANK-
RUPT STOCK OF MESSRS TREBITSCH, OF VIENNA, AUSTRIA;**

I am Now Selling Lines Usually Sold at 75c for 25c

Silver Mounted Pipes in Cases Usually Sold at \$3.50 for \$1.25 and \$1.50

English Curve Cut Tobacco in Handsome Boxes to Fit Hip Pocket, 15c box

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HARRY SALMON

SMOKERS' PROVIDER

TRADE SUPPLIED.
P. O. Orders Promptly Attended To.

Established 1884

IN THE REALM OF LABOR.

IS THERE, FOR HONESTY POVERTY.

Is there, for honesty poverty,
That hangs his head and a' that?
The coward slaves, we pass him by—
We dare be poor for a' that!

For a' that, and a' that;

Our tolls obscure, and a' that;

The rink is but the guinea's stamp,

The man's the gowd for a' that.

What though on honesty fare we dine.

Wear honden grey, and a' that?

Gie's men a' man for a' that;

A man's a man for a' that;

Their tinsel show, and a' that;

The honest man, though e'er see poor,

Is king of men for a' that.

Ye see you brickle ead'n a lord,

Who struts, and staves, and a' that;

Though hundred lords at his word,

He's but a coof for a' that;

His riband, star, and a' that;

The man of independent mind,

He looks and laughs at a' that.

A prince can mak' a redell knight,

A mattox, duke, and a' that!

But an honest man's aboon his might!

God faith, he manna fa' that!

For a' that, and a' that;

Their dignities and a' that;

The pith o' sense, and pride o' worth

Are higher ranks than a' that.

* * *

Then let us pray that come it may,

As come it will for a' that;

That sens, and worth, o'er a' the earth

May bear the gree, and a' that;

For a' that, and a' that;

It's comin' yet, for a' that;

That man to man, the wide wold o'er'

Shall brothers be for a' that.

—Robert Burns.

* * *

D. J. O'Donoghue, the recently appointed government agent in connection with the Minimum Wage Act, who spent Wednesday in Victoria, is 50 years old—an Irish-Canadian. In thirty-seven of these years he has devoted his "leisure" hours to agitating reforms towards bettering the condition of working people. Twice he represented Ottawa in the Ontario Legislature, Ottawa having returned on the Labor ticket. Eighteen years ago he entered the employ of the Ontario government, and only resigned his position a few months ago to accept the agency he now holds. Mr. O'Donoghue is known as a rabid trade unionist and has taken a prominent part in many hard tussles between capital and labor. For nineteen years he acted as secretary of the legislative committee of the Toronto Trades and Labor Council, and during that long period never once missed submitting a fortnightly report of the committee's work to the Statute books. Many of the laws on the Statute books were the result of this man's untiring efforts. A spade's a spade with "Dan" O'Donoghue; his diplomacy is so unique that one would think he had none; practical, too often to the extreme. Perhaps he describes himself best when he says he's an opportunist; meaning by that, no doubt, that the end justifies the means so long as lower humanity is benefited.

* * *

To their united stand the Fraser river fisherman owe their victory. Without money and without public sympathy, not one strike in a hundred succeeds.

Whether their demands were just or unjust the fact that such a body of men of so many nationalities were held together shows conclusively that organized labor is built on a foundation of steel sterner than brotherhood. One might almost go so far as to say that trades unions are built on the first law of nature—self-preservation.

* * *

The Retail Clerks' National Advocate:

"No organization ever enjoyed a greater growth in the same number of years than the Retail Clerks International Protective Association, and no association has done more toward educating the people and meeting with their popular approval. When we first organized it was said that we could not exist, for the people must do their shopping at night, and that every merchant who fell in with idea would be compelled to close his doors at all hours of the day for want of customers. But the idea was right and it triumphed. Instead of a losing business for the merchant, it was found that the man who would stand up for the clerks and toilers in his employ was the man who received the largest trade, for the people believed that it was right that these clerks should have a rest and believed that eight and ten hours per day was enough for any of them."

And the lesson with its moral might apply to Victoria.

* * *

The golden staircase which leads to heaven, has a counterfeit presentation in the mundane residence of Geo. Gould, son of Jay Gould.

* * *

The anti-trust law of Texas has proved a poor thing. Stringent as it was supposed to be, when applied, it could not even locate a trust, let alone kill one.

* * *

In St. Louis there is an ordinance which stipulates that all municipal printing shall bear the union label of the Allied Printing Trades. The printing of the municipal code was let to a firm able to comply with this stipulation and the work was half completed when an injunction was taken out restraining the firm from proceeding further. The judge who allowed the injunction claimed that an ordinance for the union label interfered with universal competition. Meantime new tenders were called for and a firm employing non-union printers put in the least tender, but before the contract was awarded an injunction was applied for to restrain this firm from using the union label on the printing as provided for by an ordinance. There is an urgent necessity that the work should be done forthwith, nevertheless months will elapse before the courts decide just how and when and where the code may be printed. If St. Louis owned its own printer such interference could not have occurred.

* * *

The Melbourne Beacon, after seven years' devoted advocacy of single tax and free trade, has died for want of financial nourishment.

* * *

Hetty Green, the famous old lady who has made millions and is reputed to be the richest woman in the world, recently wrote a letter on young men in which she offered this good advice:

"If you only do just what you are hired to do you are simply a tool—a machine employed by the man who uses you. If you do good things for him that he does not ask you to do and occasionally furnishes him some good ideas he soon learns

"How I Sent The News Home"

**Earl of Rosslyn Tells of Send-
ing His Famous Dispatch
From Pretoria.**

From Daily Mail.

I left Pretoria on parole late last night (May 20). It was hardly dawn when I took this morning at Waterfall. The first thing to be done was to go and see the British prisoners and help to reassure them that Lord Roberts was at hand, and thereby avoid a possible conflict between the men and the Boer guards.

I was accompanied by the now very friendly Commandant de Wacht. The appearance of the men who crowded round shaking me by the hands betokened the great suffering they had endured. Threadbare clothing and pinched, gaunt, dirty faces were soon explained by the condition of the camp, which was filthy in the extreme.

There were four long streets of lean-to sheds up the front. Though the majority of the men had now stretcher beds, there were many still compelled to sleep in the bare veldt, with only one rug as a protection against the intense cold of the winter nights.

Some had been driven to burn their wooden bedsteads to cook the meagre fare they had been allowed. They had sometimes made their tea, or rather toast-and-water, from burnt bread-crumbs.

Each street was named after one of the captured regiments, Gloucester street and Irish street being prominent. I was shown the famous tunnel by which the men had planned to escape, now no longer a secret. I understood at last how they had succeeded in disposing of the excavated earth so as not to attract suspicion.

The burrowing had begun under a bed, and as the earth was dug out it was laid evenly along the shed, raising the floor imperceptibly a few inches. Later on it had been used for making a low frontal wall to the lean-to. This wall had probably aroused suspicion and caused the Boers to ask for officers' assistance.

On the following night the men had intended to break out. The tunnel, seventy yards long, was wide and high enough to enable two men to crawl through abreast. The plan was to emerge where the Maxim gun was kept and turn it on their guards, and only sorry their scheme was frustrated, now that 900 of them had been cruelly removed by the Transvaal government.

I hurried back to Pretoria, having received a message that Lord Roberts was hourly expected. I reached the Natal Bank about 10 a.m., after a two hours' drive. Here it was arranged I should surrender to my parole to the American command and Mr. Leigh Wood.

I urged the latter to help me to get my release, so we went across the square, my khaki uniform attracting much attention to where the Rust en Orde committee, appointed the previous day, were assembled.

There I found De Souza, Potgieter (the Burgomaster), Sammy Marks (the millionaire), Loveday (the Progressive member of the Raad), and Gregorowski, the now famous jockey, who had sentenced the raiders to death in 1895.

I demanded my release, and it was promptly signed, with permission to remain in Pretoria. Then I obtained permission to accompany the authorities who were waiting to surrender the town to Lord Roberts.

A feeling of nervousness and inability pervaded the whole of the reigning committee, but Mr. Leigh Wood and I implored the officials to hurry on the arrangements for preserving law and order during the possible interregnum.

Lord Roberts was expected in in about two hours. Carriage and horses were waiting to take us out to meet him. The advance guard of the British army was said to be only ten miles outside the town.

Now was my opportunity to despatch the news to the Daily Mail.

I asked permission to send a telegram to London announcing the state of affairs. Though I suspected it would be stopped by the censors, I got Mr. Potgieter to initial it, pointing out to him what a lot of good it would do him when the British entered if it was known he had done his best to preserve life and property.

With the telegram thus initialised I and Mr. Leigh Wood went to the post office. While he engaged the telegraph master in conversation I copied the telegram in the letter press book, and bribed an English-speaking clerk to send it off at once. I stood over him while he ticked the message off, and he assured me it had gone direct to Lorenzo Marquez, via Barberon, and could not be tapped by Mr. Kruger at Middelburg.

The organized employees of the Lehigh Valley railway upon request have received an increase of wages. The unorganized employees of the same company are making a noise because the increase was not extended to them.

Eleven hundred students attend the technical school in Toronto.

The golden staircase which leads to heaven, has a counterfeit presentation in the mundane residence of Geo. Gould, son of Jay Gould.

* * *

The golden staircase which leads to heaven, has a counterfeit presentation in the mundane residence of Geo. Gould, son of Jay Gould.

The Hungarian and Polish women are working as harlots in the Sugar Loaf Valley, Pa. They receive \$1 a day.

The labor agitator who harangues about the oppressor all week and slanders on Saturday night to the oppressed and collects his salary may be worth his hire, although not worthy of it.

RE-BUILDING IN ILLU.

More Work than There Are Men To Perform It.

Hull is being prosecuted with great activity at present, and labor is very scarce, says the Toronto Mail and Empire. The E. B. Eddy Company have fully 1,600 men engaged on the firm's extensive premises re-building and repairing. All the establishments are well under way, and the machine shop is running full time with 30 men. The machinery for the paper and other mill is under contract to establish and enforce by strike.

Having satisfactorily discharged this business, I turned at the club with the committee of order, feeling I had only to ask in order to receive, so courteous were these despondent politicians.

ROSSLYN.

"What did her father say?"

"He said he couldn't understand why I came to him—all his property was in his wife's name."—Cleveland Plain Dealer.

RE-BUILDING IN ILLU.

Deacon Goode. They say your son has been very successful in the ministry.

The Practical Man. He has that.

Deacon Goode. He has brought about a great many conversions.

The Practical Man. I don't know anything about that. He has accepted three calls within eighteen months, and got a big raise each time.—Boston Transcript.

"We'll either have to get a new girl or a new ice man." George.

"Let it be a new ice man, then." What's the trouble?

"This ice man is so good-looking that he makes Maggie nervous." Yesterday morning she got so mixed up with the she tried to get him to put the ice in the stove oven."—Cleveland Plain Dealer.

"I notice that a non-union cigarmaker in Dayton had rotten eggs thrown at her while at work the other day."

"The wouldn't injure the flavor of some of the cheater Havana brands."—Cleveland Plain Dealer.

"What is the moral side of Sunday golf?"

"A man wants to play in the afternoon, if he fails to do so without going to church in the morning."—Indianapolis Journal.

"Have your summer vacation plans matured yet, Billy?"

"Oh, yes, but they had to be side-tracked on account of some summer notes that also matured."—Indianapolis Journal.

"At this point of the story our heroine swept across the room. There being nothing else for our villain to do without violating the unities, he got up and dusted.

—Indianapolis Press.

B. C. MINING.

A prominent feature of the Engineering magazine for July is an article on "The History and Progress of Mining in British Columbia," from the pen of Mr. H. Mortimer Lamb of this city. It covers some twenty-five pages of the periodical and as the title indicates, is a synopsis of the progress of the mining industry of this province since the finding of a gold nugget by an Indian woman on Queen Charlotte island in 1851, the first authenticated discovery of the precious metal in British Columbia. Passing briefly over the early days of mining, the article is devoted chiefly to the wonderful progress of the development of the mineral resources in these later days. Tables show succinctly the growth of mineral production and comparisons are made between British Columbia coal and coke and the products of coal mines in other countries; proving the excellent quality of the fuel produced by British Columbia. A very noteworthy feature of the article is the excellent choice in illustrations of which there are many. They are what may properly be termed industrial views in contradistinction to mere pictures of attractive scenery. The illustrations show mining works, including dredges in operation on the Fraser, compressors at work, smelters, and deal milled entirely with rail mining scenes which cannot fail to impress the person who sees them, with the fact that in mining the latest and most improved methods are being used in British Columbia.

C.P.N.C. Co., Ltd., Steamers

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DYE, SKAGWAY, WRANGEL
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At 8 o'clock p.m.
AND FROM VANCOUVER ON FOLLOW-

ING DAYS.

For freight and passage apply at the office of the company, 64 Wharf street, Victoria.

The company reserves the right of changing this time table at any time.

Time Table No. 51.—Taking Effect

June 15th.

—

Victoria to Vancouver daily except Monday, at 7 a.m., Vancouver to Victoria-Daily at 1:30 o'clock p.m., or on arrival of C.P.R. No. 1 train.

Regular freight steamers will leave Victoria at 12 p.m. on Sunday, Tuesday and Thursday, and Vancouver at 12 p.m. on Wednesday and Friday.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner, Delta and Islands—Monday, Wednesday and Friday at 7 o'clock.

THE OCEAN LINER OUTLINE. Queen will leave Victoria for Alaska at 6 a.m. Aug. 9, 14, 29, Sept. 13, 18, 23, Oct. 1, 6, 11,